

Construction Rules

1. Models are to be 1/8 scale and a reasonable representation of a BRISCA Formula One or Spedeworth V8 Stock Car. (Note, reasonable representation means bodyshell must have NO wheel covers and must not extend over the side bumpers)
2. Overall length to be between 450mm and 410mm.
3. Overall width to be between 240mm and 210mm
4. Wheelbase to be any length providing the wheels are kept within the confines of the chassis.
5. Front and rear bumpers must be fitted with a contact surface of between 12mm and 16mm (or imperial equivalent). Distance between the underside of the bumper and the ground to be between 30mm and 45mm
6. Over riders must be fitted to both front and rear bumpers. Front to be between 45mm and 25mm high. Rear to be 25mm maximum.
7. Main chassis rails, bumpers and over riders to be constructed of mild steel. All chassis rails and bumper ends to be capped/ plugged and have no sharp edges.
8. Nerf bars (side bumpers) must be fitted. They can be constructed of any material and must be between 4mm and 12mm thick and have a continuous contact surface a minimum of 100mm long. They may project beyond the outer edges of the wheels but must still be
9. Any type/make of tyre may be used with a maximum diameter of 82.5mm and a maximum width of 35mm. The diameter to be measured at the centre of the tread.
10. Aerofoils, if fitted, must be made from plastic and have no sharp edges and must not extend beyond the outer edges of the wheels, this to be a static check. The maximum width and length of the centre panel to be 170mm. The upright fin to be a maximum height
11. Maximum weight 4.0kg. Minimum weight 3.5kg. Weight to be taken as ready to race with a full tank of fuel. A concession of 4.2kg maximum will be made for wet conditions. The decision of what constitutes wet conditions will rest with the committee of the host
12. Maximum engine capacity is 3.5cc (0.214ci). The centreline of the engine's cylinder must be to the right hand side of the car (when viewed from the rear).
13. Any 3.5cc engine may be used with any carburettor combination. No engines over 3.5cc are allowed.
14. All engines must be silenced to the satisfaction of the meeting organisers but must be below 80db at 10m or 95db at 1m high and 1m from the track side.
15. All exhaust systems must be contained within the bodyshell except for the outlet pipe. All outlet pipes must point downwards towards the track surface.
16. No chain driven cars may compete.
17. The power source of all cars at a race meeting will be by I/C engine only
18. Brakes may be fitted. For the purpose of BRCA General Rule 4, the positive means of stopping is the track barrier.
19. External rollbars are not permitted for racing.
20. Any part of the car may be substituted at a meeting EXCEPT the chassis.
21. Cars are limited to front wheel steering and rear wheel drive via a solid, non- flexible rear axle. Any type of bearings may be used on both front and rear axles but differentials/limited slip devices and one way bearings are strictly forbidden. Any style
22. No tyre additives may be used.
23. Cars must be fitted with a one or two piece bodyshell of plastic or glass fibre recognisable as being in line with Rule 1. The bodyshell must be firmly fixed to the chassis for racing irrespective of the number of pieces.
24. All cars will drive through a single gear/ single belt configuration. Gearboxes/ multi drive units are prohibited.
25. The driver's grade must be reflected by the colour of their roof wing. If a roof wing is not used the cab of the body must be painted with their grade colour down to the body's waistline.
26. Engine protectors may be fitted but must have NO sharp edges. The practice of using bolts with the head uppermost is strictly prohibited.

27. Should any construction rule be changed at an AGM that rule cannot be changed again for at least the next 3 seasons.
28. Prototype cars may be used at BRCA sanctioned meeting. They must be registered with the section scrutineer and must still comply with rules 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 23, 24, 26 & 27.
29. Scrutineering must be performed on all of the above prior to every Major, National or Regional meeting by the host club. The Regional reps should assist the club scrutineer should there be any issues.

Race Rules

1. All races will be run in an anti- clockwise direction with a maximum of 6 cars.
2. All races will be hand held start
3. All races will start with cars in grade order.
4. Race starts should be made as follows. (Where possible over a P.A. system).
 - i) The marshals will be called by name.
 - ii) The drivers will be called by name and a clock started for a minimum 2 minute "warm up" period.
 - iii) Drivers should be given an audible warning at 2 minutes, 1 minute and 20 seconds.
 - iv) All cars should be driven to their "starter" at the 20 second warning and be held ready for the race start.
 - v) All races will start with a siren/hooter and a green light.
 - vi) All races will stop with a siren/hooter and a red light.
5. Once a race has started, stalled or repaired cars may be returned to the track at the discretion of the race director provided no other cars are obstructed/ impeded.
6. Should the bodyshell or silencer of any car become detached during a race it must be removed from the track and repaired before it can continue racing. If the driver concerned continues racing no laps will be counted.
7. Once the 2 minute warning is given and the clock started, it is recommended that no race should be halted unless race direction deems it necessary. The race should be re- started from the 2 minute signal once all competitors indicate they are ready.
8. All qualifying races (heats) should be comprised of, where possible, an even mix of grades/abilities and be of 4 minutes duration.
9. **Qualifying**
 - 9.1 All meetings will have 4 qualifying rounds with a driver`s best 3 scores being totalled to give a qualifying score.
 - 9.2 At club rounds the top 4 qualifiers must move into the meeting final with the next 6 drivers going into a 5 minute consolation. The top 2 drivers from the consolation must then be added to the original top 4 qualifiers to make up a 5 minute final with 6 c
 - 9.3 All driving during practice and racing must be done from the rostrum. Drivers failing to adhere to this rule will incur a penalty.
 - 9.4 All Consolation and Semi finals at club, national and regional meetings will be to a duration of five minutes. Majors, English and British to be a duration of five minutes if they are to run either National format and/or quarter and semi format.
10. **Radio Frequencies**
 - 10.1 Only UK legal frequencies will be permitted.
11. It is a driver`s responsibility to ensure the transponder is firmly fixed within their car.
 - 11.1 Race control is responsible for checking that all transponders are working prior to the race start (i.e. during the warm up period) and continue to function during the race.
 - 11.2 Incorrect Score Challenges.
 - 11.2.1 If it is found that the transponder was not fitted by the driver then a zero score will be given,
 - 11.2.2 If the transponder is found to be at fault, an average of the drivers other scores will be given.
 - 11.3 If race control is made aware of a transponder being knocked clear of a car during a race they may use a manual count to complete the race or, at their discretion, apply rule 11.2.2
 - 11.4 - Video evidence, if available, may be used in the event of incorrect scores. It's validity to be decided by the host club's committee.
 - 11.5 Once a race has started, if it has to be abandoned for any reason, any driver who has not completed at least one lap of the original running will not be permitted to enter the re-run.
 - 11.6 At all club rounds, regional rounds, national rounds, British Open, English Open and Champion of Champions race control must provide a handwritten or printed list of drivers' heat scores and their total qualifying score. The list is to be accessible at ra
12. **Practice Sessions**
 - 12.1 The race director will allocate a safe place for drivers to practice from.
 - 12.2 There will be a maximum of 6 cars on track at any time.

- 12.3 At all meetings there should be a minimum of two hours practice time available before the meeting and at lunchtime at National, regional and Majors. Lunchtime practice to be allowed at club meetings if the club agrees. Practising between heats at club lev
- 12.4 At `club` meetings, the duration of practice sessions is at the discretion of each club as is any practice allowed during the meeting.

Procedural

1. Recognised Clubs

- 1.1. Only clubs that are affiliated to the BRCA and fulfil the following criteria will be recognised.
 - 1.1.1. The club has, as one of its assets, a racing surface surrounded by a barrier that conforms to the minimum dimensions laid out in section 3 (Track Barrier).
 - 1.1.2. The club has a meeting schedule (minimum 6 meetings) evenly spaced between the 1st Sunday in March and the Sunday prior to the Champion of Champions meeting in October. This excludes any WEMSA meetings. All meetings should be open to all Oval section members
 - 1.1.3. The club has access to a computerised lap counting system
 - 1.1.4. The club will run all meetings to the rules laid down in the BRCA Oval Section Race Rules.
 - 1.1.5. The club will have a constitution and elected officials
- 1.2. Recognised clubs at present are: Notts & Derby, RSCL, SOMCC and Adur
- 1.3. Only clubs recognised by the Oval Section are eligible to host meetings of any kind.

2. Safety

- 2.1. Each club shall have a 1st aid kit available for self-administration.
 - 2.1.1. Each club shall have a suitable fire extinguisher available close to the pit area.
- 2.2. No work of any kind shall be performed on a car within 1m of the track where feasibly possible.
- 2.3. No repair work shall be carried out to a car on the infield or racing surface of the track.
- 2.4. Drivers must only use the designated pit area to 'pit' in and no driver shall be allowed to set up any equipment adjacent to the track. If necessary, a "dangerous" area should be roped off.
- 2.5. Cars must not be thrown when marshalling.
- 2.6. In the event of a marshal falling in the track, race control must stop the race immediately. Drivers should also stop their car immediately and not wait for a stop signal from race control.
- 2.7. Any driver under the age of 14 or registered disabled shall not be eligible to marshal. Also, there is no upper age limit for marshalling but Physical fitness will be taken into consideration. It is however their responsibility to provide a replacement marshal
- 2.7.1. Safety boots must be worn by all drivers except for those exempt from Marshalling duties.
- 2.7.2. Marshals must try to return the damaged car to the pits or a designated drop off point.
- 2.8. Only BRCA members are permitted within the track/pit area. Signs should be posted around the track to identify restricted areas.
- 2.8.1. Prospective members may be allowed inside these areas only if accompanied by a club or section official.
- 2.9. Spectators should only be allowed in designated areas behind suitable catch fencing.
- 2.10. All club members must take action should they see a member of the public straying into a dangerous or prohibited area.
- 2.11. Smoking is only allowed in designated areas. (BRCA General Rule 9) Anyone breaking this rule will be disqualified and asked to leave the meeting.
- 2.12. Junior races are not to be marshalled by their Fathers. They are to be marshalled by the losing Quarter/semi finalists.

3. Track Barrier

- 3.1. The track outer barrier will be a minimum of 150mm (6 inches) high. The track must also have an inner barrier at least 75mm (3 inches) high.
- 3.2. There must be a catch fence at the ends of both straights and around both bends to arrest the travel of any cars that leave the track.

4. Drivers & Cars

- 4.1. No driver shall be eligible to compete in and BRCA meeting unless -
 - i) Their car conforms to the current Oval Section construction rules.
 - ii) They are in possession of a valid BRCA membership card.
 - iii) They are in possession of a recognised Oval Section club membership card.
 - iv) They are in possession of a valid Oval Section race number card.
 - v) They are a member of a recognised national body in their country of residence.
 These cards can be required for inspection by race control at any meeting.

- 4.2 Race number 1 is reserved for use by the world champion. His or her own race number will be held until the end of their reign.
- 4.3 Race number renewals are due from January 1st each year at a cost of £10 for seniors, £5 for juniors with no charge for the over 60's. Half price is levied for anyone joining or renewing after June 30th.
- 4.4 A driver's entitlement to a particular race number will be surrendered if they fail to renew for a period of one year.
- 4.5 Eligible race numbers are 1 to 999. No 4 digit or prefix numbers are allowed. EG 1000 or 007

5. Series Meeting Formats

- 5.1. The National Series will comprise of 1 round at each of the recognised clubs during a racing season (participating clubs only, procedures rule 1.2). The driver's lowest scoring round will be discarded. At each meeting a final will be run for both the top
 - 5.1.1. Each Regional Series will comprise 4 meetings to be shared between all recognised clubs within their Region. A driver's best 3 results from the 4 rounds will count towards their Series total.
- 5.2. Only clubs recognised by the Oval Section are eligible to host meetings of any kind.
- 5.3. The venues, dates and start times for Major, National and Regional meetings will be allocated on a rotation basis by the section committee. Each region will have at least 2 national meetings per year.
- 5.4. All drivers will have 4 qualifying heats with their best 3 scores to count towards their qualifying total. In the event that there are more than 54 entrants, the race organisers can, at their discretion, reduce qualifying to 3 rounds with the best 2 to go
 - 5.4.1. In the event of there being tied qualifying scores, the higher 'throwaway' score will decide the final positions. If still tied, the split time (if recorded) will be used. If still tied and both drivers would qualify, then a coin toss will decide the final
- 5.5. At regional, national and majors the heats are to be set from the grading list without exceptions. The heats should be 'shuffled' at least once during a meeting and a 'lunch' break taken after 2 rounds. As per the approved method.
- 5.6. All Major meetings will run to the quarter, semi and final format (Except the Champion of Champions)
- 5.6.1. Regional and National meetings finals will be determined by the 2 highest qualifiers going straight through (from the heats) with the remaining 4 places being made up of the winner and runner up in two respective semi finals
- 5.7. The seeding of any quarter finals and semi- finals will be by the 'snake' method by qualifying score or laps scored.
- 5.8. The losing quarter/ semi-finalists will marshal for the subsequent finals.
- 5.9. The 3 Major meetings will take place on set dates each year.

The British Open will be held on the last Sunday in June or the first Sunday in July with the English Open on the last Sunday in July or the first Sunday in August. The Champion of Champions will be held on the last but one Sunday in October. Junior (under 16 at 1st March) finals will also be run at these meetings (provided 3 or more juniors are entered). If there are more than 6 entered then the top 6 from the qualifying heats will make up the finalists. If less than 3 the title will be awarded to the highest placed junior from the qualifying heats. Trophies are to be awarded to ALL finalists in both categories.
- 5.9.1. At the champion of champions meeting the top six attendees from grading will race in the shootout at the end of the meeting. This will decide the shootout champion.
- 5.10. The Champion of Champions will run a Quarters, Semis, Final format with no direct qualifiers. The "snake" method will be used to decide the make-up of these races. The heats for this meeting are "seeded" and fixed for the whole of qualifying. The seeding`
- 5.11. The number of drivers in each heat may be adjusted to take account of the number of entrants with the exception of the last which must always have 6 drivers at the start of the meeting.
- 5.12. Race day organisation and preparation for all meetings will be the responsibility of the host club including - heats order, lap scoring, the organisation of marshalling, scrutineering and practice sessions, the availability of pit space and frequency pegs
 - 5.12.1. The BRCA reps will mediate in any disputes. At no time should a driver take a complaint to race control.
 - 5.12.2. No drivers will be substituted into a quarter, semi or final in place of drivers who have left the meeting.
 - 5.12.3. Any driver wishing to leave the meeting before all races are complete must gain the permission of a BRCA representative.
- 5.13. Any meeting not run to the correct format will not count towards grading points.

6. Tie Breakers

In the event of a tied score in any Series each drivers next best score(s) will be used, with the higher one counting. If still tied the lowest of each driver's counting scores will be used, again the higher one will count.

7. Race Fees

Entry fees to Major/ National meetings will be set by the Section committee each year in consultation with the clubs. All meetings will be open to all section members, booking in to be done via the BRCA website not less than one week prior to the event,

8. Penalties

Any infringement of the rules will result in a 10 lap deduction from a driver`s qualifying total. A second infringement will see that penalty increased to 20 laps and 30 for a third etc. Should the infringement take place during any type of final(s) then

8.1 Complaints about drivers conduct are to be made by an attendee to an attending BRCA representative on the day of the event.

9. Series Points Scoring

All entrants will score points towards the Series standings. Points will be scored separate to those for grading as follows:

The meeting final winner will score 100 pts, 2nd place 99 pts, 3rd 98 pts, 4th 97 pts, 5th 96 pts and 6th 95 pts.

Semi-Final laps will be the tie breaker for places outside the final. Whichever driver has the higher number of laps when finishing 4th in the semi-finals will be awarded 7th place and 94 pts, the second highest is placed 8th with 93 pts and so on down. N

Where a Regional round takes place alongside a National round the Regional points will be adjusted to remove any drivers not eligible for that particular region. Similarly any driver competing at a Regional round outside of their residential area will not

A driver may contest any regional series provided they are a member of a recognised club within that region. They must register their preferred region when applying for a race number.

10. Trophies

Trophies are to be awarded to ALL finalists in both senior and junior categories at the 3 majors (British, English and C of C). These are to be provided by the host club. Trophies will also be awarded at the Section agm for the following.

1st, 2nd and 3rd for the National Points (junior and senior), the National Series (junior and senior) and the 3 Regional Series' Plus 1st place for the 3 Regional Series' junior champions (to be reviewed should sufficient junior drivers take part).

These are to be provided by the section.

11 In addition, The BRCA General Rules also apply to all meetings.

National Grading

The following explains how the National Grading system works for 1/8th Stock Cars, including how grading points are allocated at each meeting.

1. GENERAL

1. System based on points scored for finishing positions in races.
1. Points will only be scored if the driver completes at least 1 lap during a "heat" race. Any driver failing to complete at least 1 lap during a final will be awarded the points for 6th place.
1. Points will be awarded for each race within the meeting (heats through to final, excluding Junior Finals, Grand Nationals and Whites & Yellows).
1. Points will be awarded for each meeting within the official racing season (Club Rounds, Regional Rounds, National Rounds, British and English).

2. GRADING PERIODS

2. The National Grading system will run in-line with the official racing season, from the first Sunday in March through to the Sunday prior to the Champion of Champions.
2. The official racing season will be split into three equal as possible National Grading periods.
2. Maximum of 5 meetings to count in any period. If a driver attends more than 5 meetings during a period then only their best 5 will count. There is no minimum number of meetings. Points scored in one period cannot be carried over into the next period.
2. During Period One drivers will race as the grade they finished Grade Period Three from the previous season.
4. During Grade Period Two drivers will race as the grade they finished Grade Period One from the current season. During Grading Period Three drivers

3. GRADES

3. Number of drivers in each grade Superstars: 6 plus ties, Reds: 12 plus ties, Blues: 15 plus ties, Yellows: 18 plus ties, Whites: all remaining drivers Protected grade status will only be activated if the driver falls below their protected grade.
3. Drivers can only be downgraded by one grade per period. Eg, a red in period one can't drop to yellow in period two, they will drop to blue.
3. Drivers can be upgraded according to their position in the table. Eg, a white in period one can be red in period two.
3. Once a driver has been graded at blue or higher, they cannot be graded below yellow.
3. Any driver who has had a break from racing of at least one full season will return at one grade less than when they retired. Eg, a blue will return as yellow.
3. Drivers joining the section from another oval formula will be graded at one grade lower than their grade in the other formula. Eg, a red in 1/12th stock cars will be blue in 1/8th until the end of that grade period at which point they will be the grade th

4. GRADE PROTECTION

4. Drivers that win titles will have their grade protected in-line with the below
- World & European Champion: 3 years at Superstar
- British & English Champion: 2 years at Superstar
- National Series Champion: 1 year at Superstar
- Champion of Champions: 1 year at Superstar
- National Points Champion: 1 year at Superstar
- Regional Champions: Red for the duration of their reign

5. ROOF COLOURS

5. If an aerofoil is used then only this will have to be the colour of the driver's grade.
5. If no aerofoil is used then the roof of the cab section of the body will have to be the colour of the driver's grade, painted to at least half way down the cab from the top.
5. It is the driver's responsibility to change their roof/aerofoil colour as soon as possible following the end of a grade period, or at least in time for the second meeting of the grade period that has just commenced.
5. Superstar grade drivers will have a red roof /aerofoil with a white or silver star(s).

5. Red grade drivers will have a red roof /aerofoil.
5
5. Blue grade drivers will have a blue roof / aerofoil.
6
5. Yellow grade drivers will have a yellow roof /aerofoil.
7
5. White grade drivers will have a white roof aerofoil.
8

6. TITLES

6. The holders of titles should display the following indicators on the roof/wing of their car:
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 - World Champion - Gold Roof
 - European Champion - Red & Yellow Chequered Roof
 - National Points Champion - Silver Roof
 - National Series Champion - Two 12mm wide Silver Stripes
 - British Champion - Black & White Chequered Roof
 - English Champion - St George`s Cross
 - Champion of Champions - One 12mm Silver Stripe
 - Regional Champions - One 12mm Black Stripe
 - Shootout Champion - Two black stripes
6. Holders of the junior versions of the titles are required to display the same indicators and include the word
2 "Junior" alongside the symbol.
6. Only the holders of these titles are permitted to carry the above symbols. Any driver not holding one of the
3 aforementioned titles but displaying these symbols will be required to remove it before being allowed to race.

GENERAL NOTES

1. Qualifying heats should have an even split of grades where possible.
2. Each club must send their meeting results to the Grading Officer within one week of the event.
3. Drivers will be notified of the grades via publication of the National Grading table on the BRCA website and approved social media platforms. This will be done within one week of the grade period ending.
4. If a meeting only has 3 qualifying heats then all three count towards grading.
5. All meetings held in the UK count towards national grading except for meetings held out of season.

British and English						
	1st	2nd	3rd	4th	5th	6th
Heat	8	7	6	5	5	5
Q-Final	15	13	12	10	8	7
S-Final	20	17	14	13	12	11
Final	25	20	18	16	15	14

National Rounds						
	1st	2nd	3rd	4th	5th	6th
Heat	8	7	6	5	5	5
Qualifiers	20	17	n/a	n/a	n/a	n/a
S-Final	15	13	11	9	8	7
Final	25	20	18	16	15	14

Regional (which are not part of a National Round)						
	1st	2nd	3rd	4th	5th	6th
Heat	6	5	4	3	3	3
Qualifiers	15	13	n/a	n/a	n/a	n/a
S-Final	11	9	7	6	5	4
Final	20	18	15	13	11	10

Club Rounds						
	1st	2nd	3rd	4th	5th	6th
Heat	6	5	4	3	3	3
Qualifiers	15	13	12	10	n/a	n/a
Consol.	8	6	4	3	2	1
Final	18	15	13	10	9	8