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1 DEFINITION OF TERMS USED

- 1.1 'Committee' - This is the BRCA 1/10th Electric Circuit Section Committee as established by the BRCA Constitution. Committee decisions require a quorum consisting of at least 40% of the total committee membership, unless otherwise specified.
- 1.2 'Sanctioned Event' – This is any race event for which the Committee has approved the date, venue and organiser. Sanctioned Events will abide by 1/10th Electric Circuit Section Rules at all times. Only Sanctioned events may use the letters BRCA in their title.
- 1.3 'Organiser' – This is the club or organization that hosts a Sanctioned Event.
- 1.4 'National' – This is a Sanctioned Event, the results of which count towards the BRCA 1/10th Electric Circuit National Championships.
- 1.5 'Race' - This can be any Practice Heat, Qualifying Heat or Final.
- 1.6 'Commercially Available' - Any item being accessible for purchase by anyone and therefore must be or have been available in UK retail outlets in reasonable volume at any one time.
- 1.7 'Track area' – This is the only area in which cars may be raced. It will be defined by barriers designed to contain cars in the event of an accident. Only Competitors, their mechanics and Officials will be allowed to enter this area.
- 1.8 'Blinky Mode' - This is any speed controller approved by the BRCA Electric Board that satisfies the Zero Boost specification.

2 SANCTIONED EVENTS

- 2.1 10th Circuit National
 - 2.1.1 Classes:
 - 'Modified Touring' for Open Modified brushless motors with 2S LiPo battery and Open ESC. ([Motor Lists](#))
 - '17.5 Blinky Touring' for 17.5t brushless motors with 2S LiPo battery and Blinky ESC. ([Motor Lists](#)) ([Blinky Lists](#))
 - 'FWD' for 17.5t brushless motors with 2S LiPo battery and Blinky ESC. ([Motor Lists](#)) ([Blinky Lists](#))
 - 'F1' for 21.5t brushless motors with 2S LiPo battery and Blinky ESC. ([Motor Lists](#)) ([Blinky Lists](#))
 - 2.1.2 A maximum of six meetings.
 - 2.1.3 Event Schedule:

Monday Friday: Track closed to meeting entrants, apart from any race meeting organised by the host club that is publicised and open to all entrants.

Saturday: Practice (attendance optional) in heat order, as many rounds as possible within a time span from 11:00 to 18:00. Consideration to be given to reseeding the heat listing based on the pace drivers show during Practise.

Sunday: 4 Qualifying rounds, best 2 round scores to count. 2 Rounds of Finals. Points to be awarded for Final Positions as follows: 100, 99, 98 etc down to 1 for overall position for each final (the two rounds being independent of each other) based on position. Overall, Winner of the meeting (for trophies etc) to be decided by maximum points scored. In event of a tie highest qualifying position to be used as a tie-break.
 - 2.1.4 The winner of each championship will be crowned the BRCA [class] National Champion [year].
 - 2.1.5 For the first 7 days of booking-in, only the following drivers will be able to enter: Those who completed the counting number of rounds in the previous seasons BRCA championship Modified, 17.5 Blinky, FWD & F1
 - 2.2 National Championship Rules
 - 2.2.1 Venues will be chosen by an online vote of drivers who completed the counting number of championship rounds in the previous season. The vote will select 3 tracks per series; the remainder will be selected by the section committee. A separate vote will be held for each series.
 - 2.2.2 Event Entry: Each meeting will have a maximum of 13 heats. Entry fee will be set by the committee. Entries will open at noon on the last Saturday in February

- 2.2.3 Tyre vote: All drivers who competed in a scoring meeting will be eligible to vote. The tyre vote will be voted on from an approved list compiled by the section committee. A single approved tyre assembly one for the dry and one for the wet, both of pre-built and glued construction, will be chosen by an online vote of competitors who completed the counting number of championship rounds in the previous season. In the event that more than two tyres are submitted, and no tyre receives a majority of votes, a second vote will be held featuring the two tyres that received the most votes. If this second vote is a tie, then the committee has the ruling vote. In the event that no tyre is submitted to one of the tyre votes, then this will run as an open tyre for the dry or an open treaded tyre for the wet (only for the type of tyre that received no submissions). The tyre allocation will still apply and tyres will be marked in the same way as control tyres.
- 2.2.4 Tyre allocation.
4WD Touring car entrants are allowed to use the following number of tyres per meeting:
- Modified: Three sets of slick tyres.
 - Modified: Two set of treaded tyres (wets).
 - 17.5 Blinky: Two sets of slick tyres.
 - 17.5 Blinky: Two sets of treaded tyres (wets).
- 2WD FWD entrants are allowed to use the following number of tyres per meeting:
- One set of dry tyres.
 - Two sets of treaded tyres (wets).
- 2WD F1 entrants are allowed to use the following number of tyres per meeting:
- One set of rubber slick tyres.
 - One set of rubber treaded tyres (wets).
- A single tyre from the allocation may be replaced if it is damaged without deliberate action of the competitor or is not due to wear, at the discretion of the scrutineer. The replacement tyre should be of equivalent wear to the damaged tyre. No more than two tyres may be replaced in this way per competitor, per meeting.
- Penalties will be applied in line with the technical penalties.
- 2.2.5 Deleted
- 2.2.6 The championships will run between 1st April and 30th September.
- 2.3 Event Entry: Competitors entering any BRCA Sanctioned Event must be a BRCA member. Membership cards or proof of membership may be required to be shown.
- 2.4 Once booking in closes the number of finals is set, e.g., 55 rounded up to 60 = 6 finals for that class.
- 2.5 A competitor may only enter one 4WD Touring Car class per meeting. A competitor can enter both 2WD FWD and 2WD F1 on the same day.
- 2.6 All entry fees must be paid in advance and entries will not be accepted until payment is received. Late entries will be accepted after the normal closing date but the qualifying heat which late entry competitors are placed into is at the discretion of the Race Director. Any late entrant must be able to prove they have not driven on the track in the 7 days prior to the meeting as per 3.3.3.
- 2.7 Drivers with a junior licence on the date of the race they attend shall be entitled to a 50% reduction on the full entry fee for that race meeting.
- 2.8 Entry cancellations must be notified directly to the Competition Secretary. Providing written notice is received at least fourteen days prior to the event, the full entry fee will be provided. Any special entry conditions may be excluded from refunds, see terms on entry to events.
- 2.9 Any driver not turning up at an event and not notifying the Committee in advance will have their entry withdrawn from the next event they are booked into, without refund. The entry may be reinstated on receipt of a satisfactory explanation of the mitigating circumstances - the committee must receive this information at least seven days before the next event.
- 2.10 All drivers must confirm their arrival to the race director before the drivers briefing. Once qualifying begins, competitors shall stay in the race computer even if they decide not to race.
- 2.11 There will be a awards presentation at the end of each event. The host club will provide all environmentally sustainable awards, which must include:
- Top 3 in each final.
 - TQ in each class.
 - Top 3 juniors in each age category in each class, determined by their final position.
- 2.12 The section will fund end of season Championship trophies.
- 2.13 Track Requirements: Track width must be a reasonable width, with 2.4m at the narrowest point being a guide value. The start line and timing loop must be identified on the track. There will be a designated 'pull-off' area.

- 2.14 Applications to host a Sanctioned Event must be received by the date published by the section committee. Applications must include full details of the venue, including pitting area, toilet facilities, rostrum design, race control facilities and policy for camping/caravans. Details of standards required can be obtained from the Section Secretary.

3 QUALIFYING SYSTEMS

- 3.1 The maximum number of cars per qualifying heat shall be 10.
- 3.2 The start of each qualifying heat will use a 1 second stagger between cars, with the order being determined numerically for round 1 and then by FTQ in subsequent rounds. Cars not at the start line once the 10 second countdown has begun, or not setting off when their number is called, will start in numerical order when all the other cars have left. If for any reason a car does not start, then the race time for that car will begin automatically when one of the other cars has completed its first timed lap.
- 3.3 Round by Round qualifying awards points for each competitor's position in each qualifying round individually. The highest qualifying position in each round will score one point; second place will score two points, third place three points and so on.
- 3.3.1 In the event of a tie-on total points, the competitor with the BEST round score will be awarded the position (using all counting rounds until the tie is broken). If they are still tied, then (from any of their counting rounds only) the fastest time will be used. Example: A score set [1,3] beats a [2,2]. If both competitors have a [2,2] but competitor A has a fastest time of 19- 301.11 and competitor B's fastest is 19- 304.55, then competitor A will win the tie break.
During qualifying, if a competitor has their race time adjusted for any reason, then the round positions will be recalculated using the new race times.

3.4

4 FINAL SYSTEMS

- 4.1.1 Finals will consist of 10 cars except for the lowest final which may run less. If the lowest final contains just 1 car, that car may be moved to car 11 in the final above, at the race director's discretion.
- 4.1.2 Drivers with a higher grid position may claim their preferred space on the rostrum. It is recommended drivers enter the rostrum in qualifying order.
- 4.1.3 Finals are to be run in the same order as qualifying rounds.
- 4.1.4 In the event of cars arriving at the grid once the 10 second countdown has begun, the countdown should be stopped, offending cars placed at the back of the grid and the countdown restarted from the 10 second mark.
- 4.1.5 Finals will use a grid start of two rows of cars on a staggered grid, with a recommended spacing of at least 3m where possible. Where available, the top qualifier in each final may choose their preferred side of the grid from which to start.
- 4.1.6 Cars must start behind their grid line and with at least one front wheel within the confines of the width of the box.
- 4.1.7 An audible signal will start each final.
- 4.2 Multi-Leg Finals:
- 4.2.1 The winner of each final gets 1 point; the second gets 2 points and so on. Cars that do not start or are disqualified will be awarded last place in their final.
- 4.2.2 In the event of a tie-on total points the competitor with the lowest counting final round scores will be awarded the position. If they are still tied, then the competitor with the most laps completed in the fastest time from any of their counting final rounds will win the tie. Example: A [1,3] beats a [2,2]. If both have a [1,2] then the best laps/ time from counting final rounds will be used to break the tie.

5 CHAMPIONSHIP POINTS

- 5.1 10th Circuit National
- 5.1.1 The winner of each A-final will receive 100 points, second 99, third 98 and so on down to last place at the event.
- 5.1.2 All events declared by the committee as counting towards the championship will be used in the calculation of championship scores. A competitor may consider their best scores from 50% of the events declared, plus one, with halves rounded down.
- 5.1.3 In the event of a points tie in the Championship, only results from the competitors counting championship rounds will be used to break the tie. The following order to break the tie will be used until a decider is found:
A) The highest round score will be considered (and so on down if required) until one driver has a higher score than the other (100 beats 99 etc).
B) The qualifying positions will be compared until one driver has a higher grid position.

C) The number of first, second, third etc round-by-round scores (the counting round scores) will be compared until one competitor has a better round score. If this fails to break the tie, the position will be shared.

5.1.4 Junior championships & 1 Masters will be run per class:

- Junior – Racers who holds a junior licence.
- Masters - Over 50 years of age on or before 1st October of the championship year.

6 INTERNATIONAL CHAMPIONSHIPS

- 6.1 Entry is open to all members. If there are more entries than available places, preference will be given based on national championship results for the class.
- 6.2 Drivers who request a place must pay the entry fee by the announced deadline. Any driver not paying the fee will be removed from section events until the fee is paid.

7 RACE OFFICIALS

- 7.1 A Committee member will be appointed as the BRCA Steward for the meeting; the Steward will have overall authority regarding compliance to the rules and regulations and may be called upon to resolve any dispute.
- 7.2 A Race Director or Timekeeper must be present at race control throughout the timed heats and finals at national events. Unless otherwise stated the race director will also act as referee.
- 7.3 A Technical Officer who will check that technical and eligibility rules are upheld will be available at national events
- 7.4 A Timekeeper will check that the timing equipment is operational and that all races have started and finished in accordance with the rules.
- 7.5 Referees may be used for qualifying heats and finals. Referees will be selected by the BRCA committee (but is not subject to the quoracy requirement under 1.1).
- 7.6 The Referees will monitor driving standards and competitor behaviour.

8 RACE PROCEDURES

- 8.1 Finals and grid positions are to be determined by a driver's final qualifying position.
- 8.2 Qualifying heat groups for each event will be set by the Event Manager in consultation with the Section Committee. This will be based on the Grading from the current championship as per 8.2.1, the previous year's National Championship results, and another other relevant recent events. The aim will always to be to place drivers of approximately equal ability together.
- 8.2.1 Driver grading will be based on championship position counting half plus one (with halves rounded down) of the completed rounds.
- 8.3 The Race duration for 10th Circuit National will be five minutes, plus last lap allowance.
- 8.4 In severe weather conditions the Race Director is responsible to ensure that the track is in a suitable condition to race on.
- 8.5 After each race, competitors will assume assigned marshalling positions for the following race. No other person is allowed within the track area (except officials) while the race is in progress. The race director can ask for marshalls to not directly marshall after their heat and marshall the subsequent race (e.g.race 1 marshall race 3).
- 8.6 Cars must be presented to scrutineering as stipulated in the drivers briefing. If not stipulated, then cars must be presented to scrutineering immediately after the race has finished.
- 8.7 An AMB/MyLaps system is to be used for timing and results should be determined based upon the accuracy specified in the club handbook (recommended to be the same as published by the timing equipment manufacturer).
- 8.7.1 Only Personal Transponders supplied by each competitor will be used to record laps.
- 8.7.2 At all sanctioned events it is the driver's responsibility to securely fit the lap recording equipment to their car before the start of any race.
- 8.7.3 Competitors using a personal transponder are responsible for ensuring that such equipment functions with adequate signal strength. If this equipment malfunctions, competitors may have their laps recorded manually providing that:
- A) The transponder starts the race clock for that race.
 - A) An official is satisfied that the car was circulating during any missed laps.
 - C) If the personal transponder does not record a finishing time, then final lap(s) can be awarded at maximum lap time for the driver in that race, until the total race time has been reached.

- 8.8 During a race, the only people who can pass any information to a competitor are the Race Director (or their assistant), Referee or commentator. Receiving information from an assistant will result in a loss of that heat/final time. Competitors may pass on information to each other on the rostrum regarding cars that have stopped on the circuit.
- 8.9 Only the Race Director, Timekeeper or a Referee may call for a restart of a race within the first lap of the leading car. If a race is abandoned after the first lap of the leading car then time must be allowed for recharging.
- 8.1 At the race end, when the cars have passed the finish line, and the finish signal has been given, the cars must pull off into the designated pull-off area, so as not to interfere with any other competitors. Failure to comply will result in a penalty.
- 8.11 If a race is abandoned, only cars running at the time the original race was aborted will be allowed to restart.
- 8.12 Meetings can only be abandoned by a majority decision of the BRCA Committee members present.
- 8.13 No active mobile phones are allowed on the drivers' rostrum nor are they allowed to be used within the track area.
- 8.14 Any race or heat stopped due to race equipment malfunction or an Official's error will be re-run after a suitable delay.
- 8.15 Any race notified by race control as being delayed from the published timetable to either qualifying or finals will receive a minimum of 15 minute's notice prior to assembling on the grid.
- 8.16 BRCA Section to supply scrutineering aids for all events.
- 8.17 The minimum time between each qualifying and final round shall be no less than 1h15min.

9 MARSHALLING

- 9.1 Competitors will be expected to marshal the race after their own, with competitors in the last race of a round expected to marshal the first race of that round. The race director can ask for marshalls to not directly marshal after their heat and marshal the subsequent race (eg. race 1 marshal race 3).
- 9.2 Penalties will be applied for late marshalling or failure to marshal.
- 9.2.1 Failure to or late marshalling is clarified as being any marshal not at the correct position when the first car leaves the start line or final grid (unless the marshal is under instruction from a race official)
- 9.3 Drivers are allowed to provide a competent substitute marshal. Substitute marshals must be current BRCA members. The driver will be subject to any penalties incurred by their substitute marshal.
- 9.4 Marshalls must have their hands free at all times.
- 9.5 Marshalls must wear safe and sensible footwear that will not become detached when performing marshalling duties. (Open toe shoes or sandals are not acceptable).
- 9.6 It is not mandatory to marshal practice sessions.
- 9.7 Marshall points (posts) are carefully positioned by the event organisers, if any competitor feels that the marshal points are unsatisfactory, they must inform Race control.

10 PENALTIES

- 10.1 Referees are empowered to give driving and marshalling penalties. All other penalties will be given by the Race Director and/or BRCA Steward.
- 10.2 Jump Starts in Finals: After the 10 sec. count-down to start signal has started, any car moving ahead of the Grid line before the official start signal will be penalised with a ten second penalty applied after the race has finished.:
- 10.2.1 If there are multiple 'jump starts' at the start of a Final, the referee can call for a restart and may decide not to issue any penalties arising from the original start.
- 10.3 Driving Standards; for a first offence the Referee will normally issue a clear warning. The Referee will clearly announce any penalty and record it on the published results for that heat/final. At the Referees' discretion, penalties can be incurred for bad driving and/or corner cutting with any one of the following, depending on the severity of the offence:
- Official Warning
 - Stop-Go penalty
 - 5 or 10 second penalty
 - 1 lap penalty
 - Disqualification.
- 10.3.1 A driving penalty of one lap deduction may be awarded if any car continues to circulate the track after having received the finish signal, and especially so if that car in any way interferes with a competitor still racing.
- 10.3.2 The Stop-Go penalty area must be well defined and in a position that is practical to operate.
- 10.4 Failure to or late marshalling in qualifying will receive a penalty of loss of your best points score from qualifying.

- 10.5 Failure to or late marshalling of a final leg will receive a penalty of loss of your best points score from the finals.
- 10.6 A second marshalling infringement during the same event will result in disqualification and the allocation of zero championship points for that event.
- 10.7 All marshals must remain on their marshalling points until released by the following marshal or the race director. Failure to do so will be classed as failure to marshal.
- 10.8 Any driver who ignores a warning or penalty issued by the officials will be disqualified from the race.
- 10.9 A driver will be permitted a maximum of three penalties per event, for a 4th infringement they will be disqualified from the event and allocated zero championship points for that event.
- 10.1 The Referees' will not give a penalty for accidental corner cutting provided sufficient time is spent stationary so that no advantage is gained.
- 10.11 Any penalty incurred for any reason will be carried into any subsequent re-run.
- 10.12 Competitors exiting or entering the rostrum platform area while a race is in progress will be disqualified from that race. Race 'in progress' is clarified as from: - 'when the first car is started (all cars in Finals)' to 'the race is declared over'. Competitors must remain in their original position until the race is declared over. If a competitor decides for whatever reason to cease driving, they may step back.
- 10.13 Any failure to present the car to scrutineering, before/after the race in which the car has raced, or any failure to meet the technical and dimensional requirements of these rules before or after a race will result in the loss of that race time.
- 10.14 Where post-race scrutineering is used as a method to mark the allocated tyre allowance for the meeting, and the competitor registers on the timing computer without presenting the car for post-race scrutineering, it will be assumed that the competitor has used one new set of tyres.
- 10.15 Any competitor found to be using illegal equipment may at the Race Director's discretion be disqualified from the meeting and subject to appearing before the Committee, may be disqualified from participating in any other BRCA sanctioned event/s.
- 10.16 A non-performance related failure in scrutineering (e.g. no grill or lights) will result in a warning for the first infringement.

11 PROTEST PROCEDURES

- 11.1 A referee's decision (or non-decision) is final and may not be protested.
- 11.2 Protests must be received by the Race Steward within 20 minutes of the end of the affected race; they must be on the official protest form (available from race control) with a fee of £25 which will be refunded if the protest is upheld. The Stewards decision is final.
- 11.4 Any queries concerning official lap times and scores will be addressed to the BRCA Steward. A protest fee is not required. Any adjustments will be ratified with the Race Director and their decision in these matters is final.

12 CURTAILMENT OF EVENTS

- 12.1 In the event of any of the rules in this section being invoked these rules shall take precedent over any other rules which they may contradict.
- 12.3 National championship events can only be abandoned by a majority vote of the Committee members present after consultation with the Race Director. In the event of a national meeting being abandoned the following will be applied to determine the meeting results:
 - After 1 round of qualification the meeting results would be declared on qualification positions after this round.
 - After 2 rounds of qualification the meeting results would be declared using round by round points with 1 round counting.
 - After 3 or 4 rounds of qualification the meeting results would be declared using round by round points with 2 rounds counting.
 - After 1 round of finals, then the points will be awarded as normal for this round of finals, and a second set of scores for finals will be awarded based on the qualification positions. The final positions will be determined using both of these scores with tie breaks resolved in the normal method for finals.

In the event of the meeting being abandoned mid-way through a round of qualification, the points for that entire round will be scrapped and results declared from the previous completed round as described above. If the meeting is abandoned part way through a round of finals, points will be awarded to finals that have been completed with any subsequent finals not run in that round will have points awarded as per qualification results.
- 12.4 Events abandoned when at least one qualifying round has not yet been completed will not be rescheduled and the total number of counting championship rounds will be reduced by one.

13 GENERAL RULES

- It is each competitor's responsibility to ensure that their car meets all technical and eligibility requirements.
- 13.1 The Section Committee are empowered to legislate at any time against any new equipment that in the opinion of the committee detracts from the essential skill of the driver controlling the car during racing.
 - 13.2 No car shall be constructed or presented for racing so as to be dangerous to persons or cause damage to competitor's cars or the track surface.
 - 13.3 The body and chassis must be securely joined at all times when the car is on the track.
 - 13.4 All cars must have a minimum of one identifying number to the front windscreen.
 - 13.5 Only one drive motor is allowed per car.
 - 13.6 Tyre treatments that can coat or damage the racing surface are specifically banned.
A single nominated tyre treatment will be used at each event. The nominated treatment will be published at least 4 weeks prior to each event. All classes at an event will use the same nominated treatment.
Tyre treatment will be supplied and purchased by the section, and made available in designated treatment area(s). Tyre treatment may only be applied in the designated area(s).
Outside of the designated area(s), only CA (super) glue, glue activators and/or brake cleaner (marked as such and in original manufacturers aerosol packaging may be applied to the tyres).
 - 13.7 Deleted
 - 13.8 The use of any oil of wintergreen-based product (i.e. smells of 'Deep Heat') is not allowed.
 - 13.9 No tyre treatments are allowed in wet conditions.
 - 13.1 The use of tyre warmers is allowed but they may not be brought into the defined track area on the car.
 - 13.11 The use of multiple-speed transmissions (gearboxes) is not allowed.
 - 13.12 Traction control is not allowed.
 - 13.13 Active suspension is not allowed.
 - 13.14 Gyroscopes are not allowed.
 - 13.15 Slipper clutches are not allowed.
 - 13.16 Suspension movement sensors are not allowed.
 - 13.17 Wheel speed sensors are not allowed.
 - 13.18 Tyre slip sensors are not allowed.
 - 13.19 Blinky ESCs must not be fitted with any device (active or inactive) that allows settings to be changed without physical contact being made with the ESC.

14 TECHNICAL RULES - 4WD TOURING CARS

- 14.1 The main chassis cannot be changed during a race.
- 14.2 The minimum car weight, including personal transponders is 1300g.
- 14.3 Control Tyres:
- 14.4 Tyres will be easily identifiable with a permanent external marking that can be used as a reference. This marking will include the manufacturer's name on the sidewall, plus the tyre compound and/or identification name.
- 14.4.1 You may request a replacement tyre if it has been damaged and is unusable, You must bring both the damaged tyre/wheel to scrutineering along with a suitable (used) replacement for inspection. If the Head Scrutineer agrees you will be permitted to change them and it will be marked on the sheet as replaced. Exceptions, no tyre will be replaced if it has been worn down and failed, only clear damage to the tyre via tear, broken rim, rounded out Hex will be allowed at the Head Scrutineers discretion.
- 14.5 Any Competitor being suspected of not running the correct tyre assembly will have their tyres destructively checked at the end of the event. If the tyres are found legal, the competitor will have the full set replaced by the section.
- 14.6 Any competitor found using a tyre assembly other than that approved will be disqualified from that event.
- 14.7 All wheels/tyres must be marked, the process will be advised at each meeting by the appropriate officials. Markings must be clearly visible.

15 TECHNICAL RULES - 2WD FORMULA 1

- 15.1 Wheelbase max 285mm, width max 190mm.
- 15.2 Only 21.5t brushless motors and 2S LiPo batteries are allowed.
- 15.3 Only Blinky Mode ESCs (electronic speed controllers) are allowed.
- 15.4 Minimum car weight 1050g including personal transponder.
- 15.5 Rear wheel drive only is allowed. The rear axle must be of hex wheel fitment, not have any articulated element and may be fitted with a differential.
- 15.6 Only king pin, coil spring front suspension is allowed. Suspension pick up points must be mounted inside the body.
- 15.7 All radio, electronics & lap counting equipment (excluding aerial) must be housed inside the body shell.
- 15.8 The main chassis plate may not protrude from the sides of the body shell when viewed from above, except the area forward of the side pods where a protrusion of up to 6mm is permitted.
- 15.9 Control Tyres:
- 15.9.1 Tyres will be easily identifiable with a suitable external marking, as determined by the committee, that can be used as a reference.
- 15.9.2 Any competitor being suspected of not running the correct tyre assembly will have their tyres destructively checked at the end of the event. If the tyres are found legal, the competitor will have the full set replaced by the section.
- 15.9.3 Any competitor found using a tyre assembly other than that approved will be disqualified from that event.
- 15.9.4 All wheels/tyres must be marked, the process will be advised at each meeting by the appropriate officials. Markings must be clearly visible.

16 TECHNICAL RULES – 2WD FWD

- 16.1 Front wheel drive only is allowed.
- 16.2 The main chassis cannot be changed during a race.
- 16.3 The minimum car weight, including personal transponder is 1250g.
- 16.4 Dimensions: Wheelbase: 250-270mm, Width (without body): 170-190mm
- 16.5 Control Tyres:
- 16.5.1 Tyres will be easily identifiable with a permanent external marking that can be used as a reference. This marking will include the manufacturer's name on the sidewall, plus the tyre compound and/or identification name.
- 16.5.2 Any Competitor being suspected of not running the correct tyre assembly will have their tyres destructively checked at the end of the event. If the tyres are found legal, the competitor will have the full set replaced by the section.
- 16.5.3 Any competitor found using a tyre assembly other than that approved will be disqualified from that event.
- 16.5.4 All wheels/tyres must be marked, the process will be advised at each meeting by the appropriate officials. Markings must be clearly visible.
- 16.6 Electronic Speed Control will be controlled and must be on the "BRCA Electronic Recognition Board" approved list. ([Blinky Lists](#))
- 16.7 Only manufactures capacitors supplied with the speed controller may be directly connected to Electronic Speed Controllers listed in 16.6
- 16.7.1 The RPM limit is controlled by the ESC and must be set to an RPM limit defined by the section committee after consultation with the 2WD BRCA Members. This will be communicated no later than two months prior the first 2WD National. RPM limits will be randomly checked at any time during the event. Failure to use the correct RPM limit on the ESC when checked will result in all times on the day up to the check being removed. A second infringement will result in disqualification from the event.
- 16.7.2 The motor will be controlled and does not need to be on the BRCA approved list. The motor allowed is the Hobbywing XERUN Justock 3650SD G2.1 17.5T Fixed Timing HW30408011. It is allowed to open the motor for cleaning purposes.
- 16.7.3 The gear ratio will be defined by the section committee. This could be an open or fixed FDR and may be different per track. This will be defined after consultation with the 2WD BRCA Members and will be communicated no later than two month prior to the first 2WD National..
- 16.8 Front differential must remain as a differential where one wheel must be able to turn opposite to the other wheel. No solid axles/1-ways are allowed. The use of diff putty/ear plugs/blue tac type substance is not allowed in the differential, only differential oil is allowed. Random checks may be done throughout each event.
- 16.9 Layshaft must remain as fixed in relation to the spur gear. No slipper clutch or 1-way option can be used. No adjustable 1 ways/braking to be used.

- 16.10 Rear wheels must remain independent and not connect to each other via a driveshaft or a differential. They must be able to spin in both directions without affecting any other wheel.

17 BODYSHELL

17.1 Touring & FWD Bodyshell Rules

- 17.1.1 No holes or slots are allowed on the body or wing, except for body post, aerial and transponder holes.
- 17.1.2 Windows are to be clear or tinted and must be clearly defined as windows.
- 17.1.3 Under body/chassis aerodynamic aids of any nature are not allowed. Smooth Lexan under trays may be fitted to waterproof the cars. Items to aid strength (including repairs), stiffness of the shell, or preventing the shell from becoming "tucked" are allowed.
- 17.1.4 Details of all front and rear lights plus the main front grill must be clearly contrasted from the surrounding paintwork.
- 17.1.5 All bodyshell features (front splitter / bumpers) from the original moulding must remain on the shell.
- 17.1.6 Dimensions: Wheelbase: 250 to 270mm, Width (without body): 170 to 190mm
- 17.1.7 Maximum wing size including endplates: 190w x 40d x 20h (mm) cross dimension. The committee will determine where the cross dimension is measured (i.e. at a part of the wing and if so, which part, or across the whole wing), and will communicate this to racers. Wings (excluding endplates) are to be of single moulded polycarbonate construction (no flat-packs/bend your own) and to be mounted directly to the body (no spacer between shell and wing), on the mounts provided at the back of the shell.
- 17.1.8 BodysHELLs: bodysHELLs must be approved by the BRCA 1:10 Electric Circuit Chief Scrutineer. Homologation list to be published on the BRCA website.
To be homologated a bodysHELL must:
- Meet the current Global Body Spec dimensional requirements (Appendix 1).
 - Have the part number moulded into the front windscreen.
- 17.1.9 Homologation fee is £15 per shell.
- 17.1.10 BodysHELLs have a 5-year homologation period, after which if still in production will have to be resubmitted with a £5 fee.
- 17.1.11 At all times bodysHELLs must be commercially available.
- 17.1.12 BodysHELLs submitted for approval will be kept by the Section for future reference.

17.2 FWD Bodyshell Rules

- 17.2.1 BodysHELLs: bodysHELLs must be approved by the BRCA 1:10 Electric Circuit Chief Scrutineer. Homologation list to be published on the BRCA website. The section will draw up and work to a set of dimensions to assist with homologation of bodies.
To be homologated a bodysHELL must:
- Must be a realistic representation of an original hatchback car as judged by the Committee
 - Have a front splitter may not protrude more than 10mm from the front most point of the body.
- 17.2.2 Homologation fee is £15 per shell.
- 17.2.3 BodysHELLs have a 5-year homologation period, after which if still in production will have to be resubmitted with a £5 fee.
- 17.2.4 At all times bodysHELLs must be commercially available.
- 17.2.5 BodysHELLs submitted for approval will be kept by the Section for future reference.
- 17.2.6 BodysHELLs are encouraged to be painted to resemble a FIA WTCR/BTTC/TCR Touring car, or creative use of scale schemes from other car, rally and motorbike racing series.
- 17.2.7 Windows are to be clear or tinted and must be clearly defined as windows.
- 17.2.8 Details of all front and rear lights plus the main front grill must be clearly contrasted from the surrounding paintwork.
- 17.2.9 All bodysHELL features (front splitter / bumpers) from the original moulding must remain on the shell.
- 17.2.10 Wing must be the one supplied with the shell only, cut to any line as moulded. No mixing of parts from different shells. Wings (excluding endplates if supplied) are to be of single moulded polycarbonate construction and to be mounted directly to the body as supplied, on the mounts provided at the back of the shell.
- 17.2.11 No holes or slots are allowed on the body or wing, except for body post, aerial and transponder holes.
- 17.2.12 Under body/chassis aerodynamic aids of any nature are not allowed. Smooth Lexan under trays may be fitted to waterproof the cars. Items to aid strength (including repairs), stiffness of the shell, or preventing the shell from becoming "tucked" are allowed.

17.3 F1 Bodyshell Rules

- 17.3.1 Cars must run a body shell from the BRCA Formula 1 Approved Body List published on the BRCA website. Body shells are voted on by the committee under the following criteria:
- Must faithfully represent an original FIA Formula 1 car raced between the year 2000 – present day.
 - Deviation from scale form will be considered in areas to clear components and due to manufacturing limitations.
- 17.3.2 Cars will be painted and detailed to resemble a Formula 1 car. The top air box and side air vents will be detailed in an appropriate colour to a scale size, shape and position. A coloured driver helmet must be present with visor detail.
- 17.3.3 Cars must run a commercially available front and rear wing. Wings must not be modified other than the area to which the wing is fixed to the chassis for fitment purposes only.
- 17.3.4 Turning vanes, barge boards, winglets and diffusers are free but must be to scale.
- 17.3.5 Grill and air vents may be cut to scale size and position only.
- 17.3.6 Rear wings must be fitted to a maximum height of 100mm measured from the bottom of the chassis to the highest point of the rear wing and a maximum rearward extension of 45mm measured from the rear tyre to the rearmost edge of the wing.
- 17.3.7 Body must be used as designed. No additional material may be added to alter the body unless it is included in the original design. Body must be cut-out and used as designed and no additional folding or bending of the body is allowed.

18 MOTORS

- 18 At Sanctioned events, only motors that are currently homologated and listed by the BRCA Electric Board are allowed. This list will be frozen on 1st April, only motors listed at this point will be allowed for the duration of the season. Full technical data of homologated motors is available via the BRCA Electric Board Website.
- 18.1 Open Modified Brushless Motors – any 540 brushless motors approved by the Electric Board are allowed.
- 18.2 13.5t Brushless Motors – only 13.5 turn (or greater) stock spec brushless motors approved by the Electric Board are allowed.
- 18.3 17.5t Brushless Motors – only 17.5 turn (or greater) stock spec brushless motors approved by the Electric Board are allowed. FWD see section 16 for rules.
- 18.4 21.5t Brushless Motors – only 21.5 turn (or greater) stock spec brushless motors approved by the Electric Board are allowed.
- 18.5 Any driver found using an illegal motor will lose all lap scores up to that point. If found using an illegal motor for the second time the driver may be excluded from all sanctioned events for the rest of the season.

19 BATTERIES

- 19.1 All cars will be powered only by batteries approved and homologated by the BRCA Electric Board. Full technical data of homologated batteries is available via the BRCA Electric Board Website. ([Battery Lists](#))
- 19.2 All power packs shall be balance charged on a suitable charger and in a sealed LIPO safe/sack/bag specifically designed for this purpose.
- 19.3 Charge rates are recommended manufacturer's maximum limits which are listed on the Electric Board (EB) homologation list.
- 19.4 Failure to adhere to charging rules will result in the member being removed from the meeting and the circumstances of their non-compliance being sent to the BRCA executive committee for consideration of the member's BRCA license being revoked. The misuse or abuse of power packs has potentially dangerous consequences and will not be tolerated.
- 19.5 The maximum voltage for a 2S LiPo is to not exceed 8.40 volts at any time.
- 19.6 The heating of LiPo/LiFe cells is not allowed.

20 RADIO EQUIPMENT

- 20.1 Only 2.4GHz, 40MHz or 27MHz frequencies are allowed.
- 20.2 Competitors using 27MHz or 40MHz must have a minimum of three frequencies available for competition use.