

1. AIMS

To provide a uniform format for 1/8th scale off-road racing cars to compete with one another on an open National basis. The intention is to encompass all commercially available 1/8th scale cars, yet still encourage invention and innovation with the aim of developing the hobby by allowing one-off home constructed cars, and modifications of kit products.

2. TECHNICAL SPECIFICATION

A: Dimensions

- [a] Overall length 730mm maximum.
- [b] Overall width 310mm maximum.
- [c] Wheelbase 270-330mm.
- [d] Minimum overall weight: 2WD-2.5kilos,4WD-3.2kilos. (The overall weight includes personal transponder and receiver pack, but not fuel).
- [e] All 1/8th BRCA Off-Road Nationals must use a maximum of 25% fuel only. Fuel may contain only methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small quantity of anti-corrosion chemicals, and a maximum of 25% nitromethane (CAS number 75-52-5), measured by weight and not by volume. The specific gravity of the mixture must not exceed 0.910 g/cc at 20°C and standard atmospheric pressure. For quick testing, a Nitromax 25 may be used, but an official density meter must be used to verify the specific gravity of the fuel, with the temperature recorded during the test. A reference table will be produced to report density values (g/cc) at temperatures from 0°C to 50°C. The tolerance on measurements will be ±0.5% based on the values in this table. Any violation of these rules, including any proof of additives other than those listed above, will result in five years' disqualification from all BRCA 1:8th Off-Road National Events. Fuel may be tested at any time during the event by the scrutineering team, or at the request of a driver wishing to pre-check that their chosen fuel is within the legal limits.
- [f] Overall height measured from the ground including roll-bar at full suspension compression 250mm maximum. [This measurement does not include the receiver aerial.]
- [g] The car shall be measured for width by placing it on a flat base material equipped with two side rails of 120mm height spaced 310mm apart constructed in such a way that the car can roll freely. The base board and rails must be constructed of high quality board suitably stiffened to prevent distortion. The car must roll freely between the side rails with any steerable wheels set in the straight ahead position irrespective of the compression, extension or roll angle of the suspension.
- [h] The car shall be measured for length/height in a similarly constructed box of internal dimensions 730 x 310mm, which includes provision for checking maximum height.
- [i] The measurement of the wheel base may be made by simple measurement of axle centre distances with the suspension in any position. Race Directors should be prepared to make more exact checks in case of doubt or protest. It is suggested that the wheels are removed and the spindles placed on blocks whilst accurate measurements are made.
- [j] It is the responsibility of the driver to ensure that his car complies with the regulations at all times that it is on the track. Race Organisers may check any car for compliance with the regulations at any time during a race meeting.
- [k] After each qualifying race, a minimum of 4 cars at random on a rolling basis will be scrutineered, (fuel capacity is un-necessary to be checked in qualifying). This applies to all cars that have participated at anytime during the race. After each final the first 4 cars progressing to the next final will be scrutineered first and released if they all pass. All remaining cars will then be scrutineered. In the case of semi-finals all cars from the first semi-final will remain in parc ferme until the progressing 7 cars from the last semi-final have been scrutineered and passed, all remaining cars will then be scrutineered. In the case of the grand final ALL cars will be scrutineered. Cars should be available for collection at the end of the following race. Cars need to be taken before the one minute to start signal for the next heat or in the case of the final heat of qualifying and for any finals, this needs to be one minute from being requested by the Race Organiser/Committee Official. See Rule 15. Cars should be available for collection at the end of the following race.
- [l] If a car is found to exceed the dimension limits on checking immediately after a race, positive proof of race damage may prevent penalty.

B: Engines

- [a] Only internal combustion engines with a maximum capacity of 3.5 cubic centimetres are allowed.
- [b] A fuel tank capacity of 125 cubic centimetres maximum including all piping tubes and filter up to the carburettor is allowed. Any tank (including all piping tubes and filter up to the carburettor) that is found to

exceed the maximum capacity shall be removed from the car and inspected for a second time after a “cool down” period of 10minutes. There is only one cool down period - if the dimensions are still exceeded on this recheck, the car fails (see rule15).

[c] Exhaust noise levels should not exceed those set out by EFRA.

[d] All silencers are to point downwards, i.e. anywhere below the horizontal, must meet EFRA approved regulations, and appear on the most up to date EFRA homologation list (available on request).

C: Tyres

[a] All tyres must be black, with the exception of side wall lettering.

[b] Tyres must be commercially available at the time of the meeting for immediate purchase (i.e. can be bought or ordered at the time).

[c] It is not permitted to reduce the diameter or width of a tyre by cutting material out. Trimming of spikes is allowed.

[d] Tyre additives are not permitted under any circumstances. Super glue applied to side walls is permitted.

D: Wings

[a] A wing of maximum overall size 217mm width x 85mm length may be fitted.

[b] The side dams of the wing must have a maximum horizontal width of 100mm and a maximum height of 60 mm. (irrespective of orientation).

[c] No additional aerodynamic aids are to be fitted to the car outside of those permitted by the latest published EFRA regulations at the time of racing.

3. APPEARANCE

[a] Cars shall bear reasonable representation of the style of car used for off-road, desert or trial racing.

[b] Full body shells of saloon style are permitted, but they may only be trimmed to expose 50% of the tyres at full suspension depression.

[c] Openings may be cut in the shell to allow access to fuel filler, switch and engine adjustments. Clearance around such items shall be kept to a minimum.

[d] Bodysells as described in [c] need not conform to scale but should conform to the provisions of EFRA rules. Acceptance of a saloon bodysell by another EFRA or BRCA section shall be deemed to imply approval by the Rallycross Section for racing purposes.

4. RADIO CONTROL EQUIPMENT

[a] It is the responsibility of all drivers to ensure that their equipment does not cause interference to others, and that their receiver is not faulty.

[b] Only BRCA approved frequencies are to be used. Any driver using a 2.4GHz system cannot call for a frequency check at anytime.

[c] On the day of the meeting, drivers must be able to provide all five crystal choices that have been agreed with the Entry Secretary via the Championship Registration Form, or any subsequent alterations that have been agreed.

[d] Flags shall not be used on aerials during races.

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

[f] All frequency changes must be approved by Race Control.

[g] It is not permitted to add any additional NiCad or dry cell batteries to a transmitter either internally or externally to raise the designed supply voltage above the original manufacturer's design specification, i.e. a six cell transmitter may not be fitted with more than 6 cells, either NiCad or dry cell, also any 8 cell transmitter may not be fitted with more than 8 cells, etc. No additional aerial or extension should be added to the driver's radio equipment.

[h] No electronic device can operate within the car other than the two channels back to the transmitter, a failsafe, a switch, a voltage regulator and a personal transponder (which can only be capable of transmitting timing information to the lap counting computer and no other information to any place).

[i] The use of headsets/headphones between driver and pit crew shall be permitted whilst racing only. The headsets/headphones shall cover one ear only. The use of headsets/headphones shall be forbidden when marshalling.

5. ENTRANCE REQUIREMENTS

[a] Championship registration and entry will be via the main BRCA website: www.brca.org. All details must be entered including relevant frequency choices which the driver MUST be able to provide at the meeting.

[b] Entries are to be confirmed with the entry fee of £35.00 [£20.00 Juniors] direct to the Entry Secretary. Those drivers wishing to enter all five meetings of the BRCA Rallycross Series at the start of the season

can do so at a discount, with a total entry fee for the Series of £150.00 [£80.00 Juniors]. The Entry Fee payments are non-refundable (to prevent block bookings).

- [c] [i] As soon as a driver enters a meeting, payment will be taken – irrespective of whether that person later in the season actually attends the meeting or not. This is irrespective of whether notification of non-attendance is given at any later date
- [d] [ii] Additionally, if a driver is not expecting to attend a meeting as it approaches and does not notify the Entry Secretary directly by a telephone call before the Monday prior to the day of the event (no other means of contact will be permitted), or fails to show at an event at which he/she has entered, that driver will be prevented from racing at the next event he/she is entered or wishes to enter unless a £50 fee is paid, as well as any entry fee due. This fee may be collected/paid in person on the first day of the next event entered but the driver will not be able to race until this fee is paid.
Note1: Even if notification of non-attendance is given, the original entry fee for that event will be banked; it is only the £50 penalty fee before future entry that is waived.
Note 2: In exceptional circumstances, these penalties may be waived but the Committee decision is final.
- [e] All drivers entering a meeting must ensure that they, and any pit crew that supports them, bring their own luminous jacket. Failure to wear the required jacket would mean no entrance to the track vicinity [including the pit lane].
- [f] Entrants will be required to provide proof of BRCA membership. Any driver, marshal or mechanic that will be within the track vicinity [including the pit lane] at any time, must be a BRCA member.
- [g] Drivers are to sign in by the start of practice so as to notify race organisers that they are competing on the day. Failure to do so would result in their entry being void and being reallocated to a reserve list driver (where applicable).
- [h] Only one entry per driver will be accepted.
- [i] Those drivers that finished in the top 50 drivers from the prior year's National Championship shall be given a priority entry. In addition, drivers who participated in a minimum of 4 National meetings from the prior year's Championship shall also be given priority entry.
Priority entries will become open at a set date, for a fixed time (to be determined by the Sectional Committee) before which they need to have been received. After allocation of priority entries, all other entries will be opened and allocated in time order received (using website timing of entry as evidence). Entries will be also be allocated based on the number of meetings entered (e.g. 5 meetings, 4 meetings, and so on) - however no refunds will be given for subsequent withdrawals so as to ensure meeting entries are genuine.

6. OFFICIALS

The Meeting Organiser will appoint the following officials who must be full Senior BRCA members familiar with all aspects of the Association Rules:

- [a] A Race Director who controls all racing and is responsible for the smooth running of the meeting. Specifically the Race Director controls, in conjunction with the Section Clerk of the Course, the maintenance of the circuit, safety, marshal positioning, manning and substitution and start procedures and delivers the Driver's Briefing.
- [b] Scrutineer: On the Saturday of the race weekend, a minimum of one scrutineer who will inspect cars at random throughout the day to ensure technical specifications are met. On the Sunday of the race weekend, a minimum of TWO scrutineers to perform the same role. The club scrutineers are to be overseen by the official rallycross chief scrutineer as required.
- [c] If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Handbook, the majority of the Committee present at the meeting shall be able to make a decision [or interpret on existing rules to make a decision] and that decision shall stand. [Minimum three Committee Members present.]

7. DRIVERS-BRIEFING

A drivers' briefing will be held on the first day between 9:15-9:30 a.m. Practice will start at 9:45am, unless local conditions do not allow. A timetable for the day shall be posted on the Results Board ahead of drivers' briefing and be available to competitors if they should request a copy.

8. TRANSPONDERS AND LAP COUNTING

- [a] All competitors are to provide and use personal transponders compatible with the race counting system. It is the drivers responsibility to ensure that the transponder is working at all times and is attached to the car for practice, qualifying and finals, and that it is the same as that entered on the Championship Registration Form (or subsequent written notification where changed). Any replacement changes that need to be made to the transponder used by a competitor have to be notified to Race Control, in advance of that transponder being used.

- [b] It is the driver's responsibility to ensure the car and transponder pass across the timing line supporting the computer aerial for each lap of the track completed. The car must actually cross the timing line between the track markings to have been deemed to complete the lap. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during any race will lose that lap counted. Other penalties may apply [see Rule 15]. If any parts, such as carbon fibre stone guards are fitted; it is the driver's responsibility to ensure they do not interfere with the lap timing equipment.

9. PRACTICE

- [a] A minimum of two rounds of practice will normally be run (unless the majority of Committee present decide exceptional circumstances apply). Practice will be in heat format (up to 9 heats of 14 cars) for 5 minutes. At the end of practice, all cars must follow the instruction to go back to the pits. If the race entry is less than 99 competitors (which allows 7 practice and qualifying heats to be run) a third round of practice may be run if the majority of Committee members present decide and agree.
- [b] The highest heat number will marshal practice for heat one and marshals must be in place for Practice. No person under the age of 12 is allowed on the track or in the pit lane and drivers under-12 are responsible for providing a suitable marshal. Drivers will marshal the appropriate race themselves, unless agreed by the Race Director.

10. QUALIFICATION

- [a] Qualifying heats shall be of 5minute duration with a maximum of 9 heats taking place, and a maximum of 14 cars in a heat. Drivers are to be ranked into heats, with the highest ranked drivers entered for the meeting being allocated into the final two heats of the round, the next highest ranking drivers to be allocated into the preceding three heats, the next highest ranking drivers to be allocated into the preceding two heats and the remainder of entrants allocated to the remaining heats. (i.e. 1&2; 3&4; 5-7; 8&9)
- [b] The ranking system will use the average score achieved by the driver at the best 4 of the last 5 National meetings that the driver has attended. For those having scored in less than 4 meetings, it is the average score that counts. A driver needs to have scored points in at least 2 National meetings to be given an average score and hence ranking. Only meetings that have taken place in the two seasons prior to the start of the season taking place will be used for the purposes of ranking. From the start of the season, meetings will be incorporated into the ranking system and the ranking position for each driver will be updated after each meeting of the season.
- [c] Drivers must stand at their designated numbered position on the rostrum for qualification heats.
- [d] (i) There will be 5 rounds of qualifying heats. Points will be awarded for each round. Tied positions within a round will receive equal points. The points for subsequent positions will be displaced by the number of tied drivers involved. A driver's best 3 scores will be added to give a qualifying position; ties will be eliminated firstly by using discard points and secondly by use of the fastest overall time. In the event of adverse weather with only 4 rounds taking place qualifying scores overall will be with 2 to count. In the event that 3 rounds are completed 1 round will count.
- [d] (ii) There will be a 5 minute break at the end of each qualifying round.
- [e] Qualification will be run using a "rolling start". All cars will be released from the pit lane by the Start Marshal, after Race Control has signalled that the warm up period can commence. The warm up period will last for 1 minute 30 seconds and drivers will be notified when the warm up period has started, at 1 minute to the start, 30 seconds to the start and when the 5 minute qualification period has started. Cars can cut the track when immediately released from the pit lance but cannot do so after they have crossed the timing loop for the first time in the warm up. After that any cutting the track or slowing down to gain track position would result in a penalty (usually a drive through penalty subject to rule 15c).
- [f] When all cars on the track have completed the lap following the expiry of their individual 5 minute period, Race Control will request that all cars return to the pits. Any car not on the track will be given a split time of the last lap completed.
- [e] Drivers/mechanics should wait until the rostrum/pit lane have been vacated before taking up their positions. Radio equipment may be turned on during the prior heat and engines started, as frequency clearance on prior/following heats should exist.
- [f] On completion of their heat, drivers should go immediately to the marshal point of their car number and relieve the existing marshal. If this is unclear, drivers should report to the start marshal for further instruction. Marshals need to be at their posts prior to one minute to the start of the following race.
- [g] Marshals must wear a high-vis jacket at all times. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. should not return cars to the pit lane/mechanic] or at the end of a race should not leave until a replacement arrives.
- [h] The highest heat number will marshal heat one and marshals must be in place for Practice. No person under the age of 12 is allowed on the track or in the pit lane, and drivers under-12 are responsible for

providing a suitable marshal. Drivers will marshal the appropriate race themselves, unless agreed by the Race Director.

- [i] At the end of each round, qualifying times and positions will be published, as will the points scores. All these publications will be left available on the results board until the end of the meeting.
- [j] A maximum of one mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc. All mechanics in the pit lane will be required to wear hi-vis jackets so that they are as equally visible on the track as marshals.

11. FINALS

- [a] On completion of all qualifying rounds, every competitor will be placed in order and allocated a place in a final. Ties will be decided firstly by discarded points and secondly by using the fastest qualifying laps and time.
- [b] Competitors must have scored points in a minimum of two rounds of qualifying to compete in a final - only if the majority of Committee present at an event agree that exceptional circumstances apply will anyone be allowed to compete in a final without 2 rounds having been scored.
- [c] Finals will be run in double-sided Christmas tree format with a minimum of 5 cars required to constitute a final. The top 20 qualifiers will be placed 10 into each semi- final. The 14 Grand Finalists will be made up from the top 7 drivers from each semi- final. The remaining qualifiers will be allocated to all the remaining finals, as decided by the organisers, to enable the maximum number of participants for the second day's racing in a logical manner. This will usually mean the top 4 or 5 progressing to the next stage, with a maximum of 4 drivers moving up from the 1/4 finals to the semi- finals to create 14 car semi-finals.
- [d] All Sub-Finals will last for 20minutes, with a Main Final of 45minutes duration. There will be a 5minute "shakedown" for all direct qualifiers to the semi finals before the 1/4 finals, held in the order that the races will then be run. Drivers must provide their own marshal who will stand on the marshal point corresponding to their car number. Marshalls who are marshalling for drivers 1 -2-3-4 will marshal on points 11-12-13-14. Until a marshal is on the correct point, the relevant driver will not be allowed to start the shake down.
- [e] The results of the meeting will be used to allocate Championship points to every competitor, using the lap scores to differentiate between placings in similar finals. In the unlikely event of a tie, qualification times will be used.
- [f] There will be no frequency clearance for finals. Where a frequency clash occurs, the lower qualifier will be requested to change. The interval between finals will usually be 5 minutes unless otherwise announced. After each final, the first two minutes of interval will be "dead time" with no engines started or transmitters switched on. After this, an announcement will be made to state the track is open for the next group of finalists. As in qualifying, the next group may not utilise the rostrum or pit area until it has been vacated by the previous finalists. The warm up time shall be a minimum of two minutes.
- [g] Le Mans type starts will be used for finals. Numbers will be placed along the main straight at intervals of at least 5metres - Where the track does not allow for this spacing, the whole of the main straight must be used.
- [h] Race Control will call 1 minute before the start for cars to return to the pit lane. Mechanics must then wait for an instruction from Race Control before moving to their car's start position on the straight. No starting equipment may be taken to the start grid by the mechanic (see Rule15).
- [i] Race Control and not the Start Marshal has ultimate say over the start times of each race. When called to the pit lane by Race Control, the cars must return immediately to their mechanic.
- [j] When appropriate, Race Control will commence a countdown from 10 and the Starter will indicate with a flag each increment. At 3 the starter's flag will be on the ground and Race Control will call 'cars down'. The mechanics must then place the cars on the track, release them and step back. The count continues to zero when Race Control will start the race by an audible sound [e.g. horn] and the Starter will raise his flag. The race is started by the signal from Race Control, not the Starter's flag.
- [k] Once the countdown has commenced, no mechanic/car may cross between the start grid and pit lane in either direction until the start is underway and all cars have passed (see Rule 15). A car starting from the pit lane may only join the race when all other competitors have passed the pit exit.
- [l] Officials may call a restart if they deem it necessary.
- [m] The race will be considered complete when all the cars on the track next cross the timing line after the allotted race time has elapsed. The car must actually cross the timing line between the track markings to have been deemed to finish the race. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during any race will lose that lap counted. Other penalties may apply [see Rule15].
- [n] Drivers moving up may have to make a frequency change.
- [o] Marshalling for finals: The Semi Finalists will marshal the first final that runs and must be available to marshal some other early finals if requested - failure to do so is failure to marshal under Rule 15[a]. For

the following finals, drivers will marshal at the numbered point relating to their finishing position in the final they have just completed. It is the driver's responsibility to ensure that they know their finishing position and go to the appropriate marshalling point.

- [p] For the Grand Final, the marshals will be the drivers not progressing from the two semi-finals.
- [q] On completion of their final, drivers not progressing to the next final should go immediately to the relevant marshal point to relieve the existing marshal. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. to return cars to the pit lane] or at the end of a race until a replacement arrives. Marshals must wear a high-vis jacket at all times.
- [r] No person under the age of 12 is allowed on the track or in the pit lane during finals and drivers under 12 are responsible for providing a suitable marshal. Substitute marshals must be competent to carry out duties and be agreed with the Race Director.
- [s] A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc. All mechanics in the pit lane will be required to wear hi-vis jackets so that they are equally visible on the track as marshals.
- [t] No 10 minute delay may be called for by any driver before the start of a final.
- [u] Prior to the start of all finals, drivers will be called in turn to the rostrum in grid order. If a driver is not at the rostrum when called, that driver shall go up after the remainder of drivers has been called. Mechanics for the drivers in finals shall stand in the corresponding position selected by the driver.
- [v] At the end of all finals, a presentation will be made to the top three drivers in each of the National/Clubman/Junior/Over 40s to allow for photos/media requirements.

12 TROPHIES

The BRCA will provide, at the end of the season, on request, drivers who have attended 4 meetings or more (regardless of qualification into finals) a Shield with plaques engraved with their position for each meeting and final Championship standing. On request, shields may be provided, at minimum cost, for anyone attending less than 4 rounds.

13 RACE INTERRUPTION

- [a] (i) If in agreement, the Race Director, Section Chairman, Clerk of the Course and Section Secretary may decide to interrupt a Final due to adverse weather conditions. In the absence of one of these Committee Members, the opinion of another Committee Member should be sought.
(ii) In the case of a first aid injury or incident, the BRCA nominated first aider can request that the race be stopped to the Race referee and/or Section Chairman and/or Section Secretary.
- [b] In the case of a heat being interrupted, the entire heat will be re-run.
- [c] BRCA Committee Members present, together with the Race Director, have authority to cancel/foreshorten the meeting at their discretion. If a meeting has to be foreshortened, points for that meeting may be awarded on qualification positions, if the majority of Committee members present agree. A minimum of four qualification rounds (with three to count) must have been completed for points to be awarded for that meeting.
- [d] If finals have commenced, results may be based up to the point of the meeting being called short, taking into consideration an individual race being interrupted per Rule 13[e] if relevant. The stages of the Christmas tree finals not run at that point would be based on qualification. In the event that meeting points are awarded on qualification, a minimum of 4 rounds must have taken place (with three to count) for a meeting to have met the criteria of a result being viable.
- [e] If more than half a final has been run and the race has to be stopped, the position at the time of interruption will be the result unless the computer has lost the results. Where necessary, the times shall be prorated based on average lap times at the point the race is stopped, taking into account pit stops, so as to give a comparable finishing time to the other final in that "branch" of the Christmas tree format (i.e. 1/4A stops, a comparison is required to results of 1/4B).
- [f] If only one side of the relevant Christmas tree format has taken place at the time of the meeting being shortened (e.g. Final A has run and not Final B or vice versa), then the results will be based on the final result where it has run, and the qualifying positions where it has not. To then compare the two finals, overall positions will be awarded in sequence order – i.e. 1st place in final A, 1st qualifying in Final B (or vice versa), then 2nd place in Final A, 2nd qualifying in Final B..etc

14 PROTESTS

- [a] All protests must be made in writing to the Race Director, together with a £10.00 deposit. If the protest is upheld, this money will be reimbursed.
- [b] Protests regarding timing results must be made within 10 minutes of the publication of the results in question. The protest period of 10 minutes commences when the results are published on the Results Board and announced as such.

- [c] Protests regarding the legality of cars or any other concern surrounding the adherence of Sectional rules must be made in writing, together with the fee, to the BRCA Rallycross Committee.
- [d] Protests regarding refereeing decisions are not permitted as the referee's decision is indisputable.

15 PENALTIES

- (a) Championship warnings will be given for:-
- Leaving a marshal point early, i.e. before being relieved by the next marshal for any practice, heat or final
 - Leaving a marshal point to return car to the pits during a practice, heat or final
 - Failure to be at a marshal point for a practice race, heat or final prior to one minute to the start of the following race wearing the appropriate Hi-vis jacket.
 - Poor marshalling (e.g. talking to others, using mobile phone headsets, headphones, or anything else deemed to distract the marshal from fulfilling duties)
 - Driving in the wrong direction at anytime
 - Failure to adhere to Race Control or Referee instruction during practice or heat (e.g. blocking a faster car, failure to return to pits at the end of practice/heat)
 - Deliberate collision with another car
 - Bad/dangerous driving during any practice, heat or final
 - Taking a transmitter on to the racetrack
 - Car being slowed/stopped close to/before the start loop, before a driver starts their qualifying heat time
 - Bad language or behaviour at any time across a race weekend, including breach of the Camping Code of Conduct (see Guidelines)
 - Using a mobile phone at any time within the track vicinity (including pit-lane and rostrum), unless only for timekeeping purposes in the pit-lane (in effect acting as a stopwatch).
 - Smoking and the use of vapes at any time within the track vicinity (including pit-lane, rostrum and scrutineering)
 - Driver or associated person entering Race Control unless accompanied by the Race Director or a Sectional Committee member
 - Mechanic not standing at appropriate car position in pit-lane during the race
 - Driver not ensuring their car is taken to scrutineering before the one minute to start signal for the next heat or, in the case of the final heat of qualifying, one minute from being requested by the Race Organiser/Committee Official
 - Any competitor found to be charging LiPo batteries outside of safe charging bags (to minimise fire risk at the event).
 - Incorrect use of the pit-lane in qualification (e.g. impeding the pit-lane whilst re-filling car, stepping into pit-lane, releasing a car into path of another car)
- (b) A time penalty in qualification of up to 10seconds will be given for:-
- Corner cutting
 - Deliberate collision with another car (in addition to championship warning)
- (c) 1 lap penalty will be given for:-
- A competitor who cuts a corner in order to get to the timing loop ahead of the start of a qualification heat
 - Any car manually aided over the timing line at ANY time during a heat or final
- (d) Stop/go penalties will be given in finals for:-
- Corner cutting
 - Incorrect use of the pit-lane (e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car)
 - Failure to adhere to Race Control or Referee instruction (e.g. blocking a faster car, failure to return to the pits at the end of final)
 - Deliberate collision with another car (in addition to championship warning)
 - Mechanic/car crossing between start grid and pit-lane in either direction once countdown has commenced and until the start is underway and all cars have passed
 - Car jump starting the starting sequence
 - Car not being as close to track markings as possible for the start sequence
 - Starting equipment taken to the start grid by the mechanic

- Mechanic making alterations to the car, re-fuelling the car, or releasing a car before being instructed during a stop/go penalty
- Note: If the stop/go penalty is applied towards the end of the final (i.e. less than 3 laps to go) and the driver does not fulfil the stop/go penalty, a 10 second time penalty will be added to their final time.
- (e) Loss of race time (heat or final) may occur when:-
 - Car is repaired on the track during the race
 - Car does not conform to the regulations/fails scrutineering
 - Car rejoins the race from any point other than the pit-lane
 - Any driver fails to ensure that their car is taken to scrutineering following a request at the end of a final (within one minute from being requested by the Race Organiser / Committee Official or does not attend scrutineering after any heat (not just late per Rule 15a).
- (f) "Black flag"
 - If requested ("black flagged") a car must be removed from the track immediately. The black flag may result in the car being in an un-driveable or dangerous condition [e.g. lost body, ineffective silencer]. For these mechanical failures, cars may rejoin after repair.
- (g) Disqualification may result in the following situations:-
 - Car has chassis or side rails changed without authorisation or a different car is used by a competitor
 - Blatant disregard of BRCA rules
 - Failure to adhere to a black flag/request to be removed from the track
 - Unauthorised use of transmitters or unauthorised frequency use
 - Unsportsmanlike behaviour
 - Arguing with Race Director, Referee or other Race Official
 - Leaving a meeting before marshalling duties have been fulfilled
 - Failure to adhere to a notification of a stop/go penalty and not returning to the pit-lane within 3 laps of the notification (i.e. the lap of the penalty/incident plus two further laps as a maximum)
 - Use of a car within the environs of the venue at any time of a race weekend (including when race event is not taking place)
 - Use of motorised bike/bicycle/scooter within or outside of track vicinity at any time of a race weekend including periods when race event is not taking place.

NOTES

- 1 Warning records will be kept by the BRCA Section and after the first 2 warnings received during a season, 5 points will be deducted from a driver's final Championship score.
- 2 On the award of a 3rd warning in any given season a further 5 points will be deducted from a driver's final Championship score (i.e. 10 points in total).
- 3 For every warning thereafter a further 10 points will be deducted from a driver's final Championship score.
- 4 Drivers awarded 3 warnings at any one event will be automatically disqualified.
- 5 A driver disqualified from an event will be given 3 warnings to his/her annual total (which will affect their final Championship score) and points scored at the meeting in question will be classed as null and void.
- 6 Rule 15 may apply at any time during the race event, including practice and warm up periods (i.e. not just the time frame of an actual race), practice, heats, finals, as well as outside of periods of racing where applicable.
- 7 The driver is responsible for the conduct of his mechanics and/or team manager - penalties may be awarded to a driver due to infringements by them.
- 8 If, in the event, an incident is not specifically covered within Rule 15, an appropriate penalty may be given, on agreement of the majority of Committee members present.

16 CHAMPIONSHIP DETAILS

- [a] The Entry Fee for meetings is to be reviewed annually at the Section's AGM.
- [b] There will be four BRCA Championships within the Nationals framework:
 - 1 National Championship - all drivers competing at an event during the season.
 - 2 Clubman Championship - all drivers who have not finished in a top 30 placing in a prior year's National Championship during the last 3 years prior to the year of the current Championship starting. Drivers who achieve more than one Grand Final in a season shall be disqualified from the Clubman's Championship in that same year.

- 3 Junior Championship - open to drivers under the age of 16 on 1st January of the current season. End of season awards to be presented to the top 3 juniors and top 3 under 13 juniors. An under 13 junior to be under the age of 13 on 1st January of the current season.
- 4 Over 40s Championship – open to drivers over the age of 40 on 1st January of the current season.

All Championships will run concurrently for both qualifying and finals.

- [c] (i) The winner of the Grand Final will receive 127 Championship Points, 2nd place will receive 125 points, third 124 points, down to 126th place receiving 1 point. The top qualifier from the event's qualification rounds (not from semi-final results) will receive 3 extra points, the 2nd highest qualifier 2 extra points and the 3rd highest qualifier 1 extra point.
- (ii) A separate points system will be used for the Clubman/Junior/Over40s to allocate points gained by competitors in their respective Championships - this will run as well as, not as a replacement for, the National Championship scoring. The highest placed competitor for the relevant Championship for the meeting will receive 127 points; 2nd place will receive 125, etc. The top 3 qualifiers in each Championship will receive extra points in line with c[i] above.
- (iii) Extra qualifying points for each Championship will not be awarded in the event of a meeting being cut short and meeting overall results based on some or all of qualifying – i.e. only meeting result points will score in that situation.
- [d] 75% of Championship meetings that take place will count towards the overall placing rounded to the nearest whole number. In the instance of all five meetings taking place, this means four meetings will count.
- [e] Tied Championship positions shall be resolved by comparing results of discarded meetings, secondly by the number of meetings attended, and lastly by the number of 1st, 2nd, etc. places as may be required.
- [f] If any driver withdraws from a meeting before the final they have qualified for has run, their place will remain vacant.
- [g] Top qualifier point gained where a meeting result is part of a driver's discard will not be counted.
- [h] Championship points will be awarded at an EFRA British Grand Prix and count towards the BRCA National Championships in a similar manner to above. BRCA drivers will be awarded points for top qualifier and for final positions from 1st to 126th place, disregarding results gained by non-members.

17 TRACK AND SAFETY

- [a] Tracks must be a minimum of 4m wide and at least 250m long when walking the shortest route. (Guidance to organisers: should aim for a lap time of minimum 35 seconds). There may be a single point of the track layout where the width may be reduced by 1m [i.e. to 3m] for a maximum length of up to 10m.
- [b] Tracks must be closed for a period of 15 days prior to any National meeting, except for one fully open race meeting to be held on either of the two weekends prior to the National – the choice of date at the discretion of the organising club. If the warm-up meeting is run under a two-day format, it is permitted that the first day is entirely (or in part) run under a controlled practice format providing equal time for all drivers. Any driver attending the National meeting who is found to be using the track during the closed period, with any class of model car will be disqualified from the National Meeting. One car may be run by the organisers for a maximum of 10 minutes, to prove the suitability of the track.
- [c] Spectators and marshals are to be protected from the risk of being hit by cars. A suitable safety fence is to be constructed to protect marshals in dangerous areas such as the end of the straight, or points where traffic on another part of the track is travelling towards the marshal from behind.
- [d] (i) The rostrum must be a minimum of 40' in length, 8' high and be able to accommodate 15 persons safely (i.e. with good margin). The front must have a safety rail and kickboard & the floor should be constructed of solid material and be all at one level. All steel rostrums must be fully earthed in at least two places. The rostrum must be secured safely to the ground with no risk of movement during the event.
- (ii) The rostrum should be marked into a minimum of 15 equal sections, enabling 14 drivers to see which space is available, as well as room for an official.
- (iii) Host venues must have a roof on the rostrum to protect all competitors.
- (iv) Competitors may use a stand or other safe object to increase their viewing height on the rostrum. However, this is only permitted if the driver is less than 160cm in height and/or if by standing on the object the waist of the driver remains below the rostrum front safety bar. In the event of any ambiguity, the final decision on permission rests with the Race Referee and/ or Section Chairman - their decision is final and the driver will not be allowed to drive in that race if the driver does not abide with that decision.
- [e] Any person inside the safety fencing must be directly involved with the racing, i.e. marshals and mechanics. At the start of a heat or final, mechanics, on the release of the cars, must return to the pits as soon as possible and stand at their designated car position, with marshals standing at their designated positions.
- [f] Track features will be 'vetted' by the Clerk of the Course before the commencement of a meeting and, with the agreement of the majority of Committee Members present, removed if deemed necessary.

- [e] No car shall be used outside of the track vicinity at any time of a race week-end (including periods when the race event is not taking place). See Rule 15. A small controlled area can be set up for use, to be completely fenced in by double fencing, at the Race Organiser's discretion. This is not compulsory on the Race Organiser.
- [f] No motorised bike/bicycle/scooter is allowed to be used within or outside of the track vicinity at any time of a race week-end (including periods when race event is not taking place). See Rule 15. This does not include motorised vehicles required for disabled members of the public.

18 ORGANISATION

- [a] Track venues may be asked to complete a questionnaire prior to acceptance by BRCA Committee that they have the necessary facilities to hold a National Championship round. This should include: map, details of track location, track layout, surface, pitting area, car parking, camping area, facilities (toilets, water, electricity, refreshments), site accessibility, local restrictions, etc. These details should be submitted to the Entry Secretary and be available to members on request.
- [b] [i] The BRCA National Series will consist of 5 meetings. If 5 different venues are not available, the number will be made up from a 'draw' of clubs willing to run more than one meeting. [A Club being defined as that to which the meeting allowance from the BRCA is paid to a Club.]
Venues that have held two meetings in the previous year shall be excluded from the draw for the following year, providing there are the necessary number of clubs willing to hold a 2nd meeting.
- [b] [ii] Clubs agreeing to hold an event will also have to agree to all reserve dates published by the BRCA Rallycross Committee – the Committee can then instruct when to go to that venue in case of rearrangement.
- [c] An adequate First Aid box must be provided and organisers should be fully aware of local arrangements for the treatment of casualties.
- [d] Organisers should ensure that they have adequate 3rd Party insurance to cover any liability arising as a result of running their meeting.
- [e] Organisers should ensure commentary can be clearly heard from the rostrum.

19 EFRA AND IFMAR MEETINGS

- [a] The winner of the Clubman Championship will be offered a place at the European Championships.
- [b] An official British Team Manager's post will be created to represent the British Team when attending the EFRA European Championships and the IFMAR World Championships. The post will be elected by the drivers attending these events, at the discretion of the Committee.
- [c] To compete in any European Championship in the 1/8th off-road/rallycross category, drivers must have participated in at least one round of the national championship within the last two years. At the committee's discretion, members who have competed in any national event within the past 10 years may also be eligible to enter, subject to application and availability.

20 SECTION CONFERENCE/BRCA ANNUAL GENERAL MEETING

All proposals for the Section Conference/AGM must be made in line with the General Rules for sectional and main BRCA rule proposals.

Aims

To provide a fun and relaxing uniform format for 1/8th Electric Buggy in an Open National format. The intention is to encompass all commercially available 1/8th Electric Buggys.

1.01. TECHNICAL SPECIFICATION

DIMENSIONS BUGGY

Overall length 730mm maximum. Overall width 310mm maximum. Wheelbase 270-330mm.

Overall length 585mm maximum, 400mm min.

It is the responsibility of the driver to ensure that his car complies with the regulations at all times that it is on the track. The appointed race scrutineers will check all buggies for compliance with the regulations before they enter the track for all qualification runs and finals. (This will include a battery voltage check to ensure they are within the legal limits - if the battery voltage is over the limit as shown on a suitable/reliable voltage meter (multimeter) the driver will be given one single opportunity to reduce the voltage down to or below the correct and legal maximum voltage).

If a car is found to exceed the dimension limits on checking immediately after a race, positive proof of race damage may prevent penalty.

BATTERIES

Only LiPo batteries with a maximum nominal voltage of up to 15.2v [4S] are allowed. All batteries must be charged to maximum of 4.20v per cell (16.8v total for 4S). All Lipo batteries must be hard cased and/or completely enclosed in a battery or receiver box. Failure to adhere to this rule may result in having your BRCA licence removed.

TYRES

All tyres must be black, with the exception of sidewall lettering. Tyres must be commercially available. It is not permitted to reduce the diameter or width of a tyre by cutting material out. Trimming of spikes is allowed. Additive is strictly forbidden on all tyres. Gluing of tyre side walls is permitted

WINGS

WINGS

A wing of maximum overall size 217mm x 85mm may be fitted. The side dams of the wing must have a maximum horizontal width of 100mm and a maximum height of 60 mm, irrespective of the orientation. A front wing, in between the front shock absorber holder and the front of the body-shell is valid, on condition to be made of lexan or equivalent material (carbon fibre is forbidden) and that it is cut so as not to injure a marshal who may grab the buggy by the front. No sharp angles are allowed, all angles must be rounded. All other front wings are prohibited, wings on wishbones are prohibited. There will be no other aerodynamic aid to the body-shell other than the 2 wings allowed here.

E: CHASSIS

Cars will have three differentials above the chassis line.

ESC

Reverse is not permitted to be enabled at anytime.

2.01. APPEARANCE

- a. Cars shall be a reasonable representation of the style of car used for off-road, desert or trial racing.
- b. All cars to have at least 2 race numbers on their body shells if numbers are provided. Failure to do this will result in disqualification of that race

3.01. RADIO CONTROL EQUIPMENT

It is the responsibility of all drivers to ensure that their equipment does not cause interference to others, and that their receiver is not faulty.

Only BRCA approved frequencies are to be used. Flags shall not be used on aerials during races.

All frequency changes must be approved by Race Control.

It is not permitted to add any additional NiCad/NiMH/LiPo/LiFe or dry cell batteries to a transmitter either internally or externally to raise the designed supply voltage above the original manufacturer's design specification, i.e. a six cell transmitter may not be fitted with more than 6 cells, either NiCad/NiMH/LiPo/LiFe or dry cell, also any 8 cell transmitter may not be fitted with more than 8 cells, etc. No additional aerial or extension should be added to the driver's radio equipment.

No electronic device can operate within the car other than a personal transponder and the two channels back to the transmitter [which can only be capable of transmitting timing information to the lap counting computer and no other information to any place].

The use of Headsets is permitted in the E8 Buggy Class.

4.01. ENTRANCE REQUIREMENTS

This section uses a simple online form for entry into an event for the National series.

Please go to www.brca.org where you'll need to log into the site, Select sections, click Truggy + E8 Buggy. The sections events will be displayed on the right hand side of the menu panel, And simply click and enter the chosen event.

5.01. OFFICIALS

The Meeting Organiser will appoint the following officials who must be BRCA members familiar with all aspects of the Association Rules:

A Race Steward who has the final say/ casting vote on procedures of the day.

A Race Director who controls all racing and is responsible for the smooth running of the meeting. Specifically the Race Director controls, in conjunction with the committee, the maintenance of the circuit, safety, marshal positioning, manning and substitution and start procedures and delivers the Driver's Briefing.

A Scrutineer who will inspect cars throughout the meeting.

If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Handbook/BRCA website the majority of the Committee present at the meeting shall be able to make a decision [or interpret on existing rules to make a decision] and that decision shall stand.

If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Handbook/BRCA website the majority of the Committee present at the meeting shall be able to make a decision [or interpret on existing rules to make a decision] and that decision shall stand.

6.01. DRIVERS-BRIEFING

a. A Drivers' Briefing will be held prior to the start of qualification. The Race Officials will be introduced to all competitors, The Race Director and Race Steward will give the drivers' briefing.

7.01. TRANSPONDERS & LAP COUNTING

All competitors are to provide and use personal AMB compatible transponders. It is the drivers responsibility to ensure that the transponder is attached to the car for practice, qualifying and finals, and that it is the same as that entered on the Championship Registration Form [or subsequent written notification where changed]. It is the drivers' responsibility to ensure that the transponder is working at all times during a race. Any replacement changes that need to be made to the transponder used by a competitor have to be notified to Race Control, in advance of that transponder being used.

It is the driver's responsibility to ensure that his/her car and its transponder pass across the timing line supporting the computer aerial for each lap of the track completed. The car must actually cross the timing line between the track markings to have been deemed to complete the lap. If any parts, such as carbon fibre stone guards are fitted, it is the driver's responsibility to ensure they do not interfere with the lap timing equipment.

It's the drivers sole responsibility to ensure their timing equipment e.g transponder is in a working state and to ensure it's mounted in a suitable position to allow the efficient recording of laps.

8.01. PRACTICE

a. There is no free practice. A minimum of 1 round of 4 minutes practice may be run before qualifying rounds.

9.01. QUALIFICATION

Qualifying heats shall be of 5 minute duration with a maximum of 9 heats taking place, with a maximum of 14 cars in a heat.

Heat ranking for new drivers will be based on ability as determined by the committee.

Heat ranking for existing drivers/subsequent rounds will be based on final position of the previous round or current championship positions.

There will be a minimum of 3 rounds of qualifying heats. Points will be awarded for each round. Tied positions within a round will receive equal points. The points for subsequent positions will be displaced by the number of tied drivers involved. A driver's best 2 scores will be added together to give a qualifying position. Ties will be eliminated firstly by using the best scores and then by use of the fastest overall time on your best score.

Qualification will be run using a “rolling start”. All cars will be released from the pit-lane by the Start Marshal, after Race Control has signalled that the warm up period can commence. The warm up period will last for 1 minute and the clock will start the next time the driver crosses the line. A car not starting its individual clock prior to the first car completing its first lap will, at this time, have its clock started and be deemed a late starter.

When all cars on the track have completed the lap following the expiry of their individual 5 minute period, Race Control will request that all cars return to the pits.

Drivers and mechanics should wait until the rostrum and pit lane have been vacated before taking up their positions. Radio equipment may be turned on during the prior heat as frequency clearance on the prior and following heats should exist.

On completion of their heat, drivers should go immediately to the marshal point of their car number and relieve the existing marshal. If this is unclear, drivers should report to the race director for further instruction. Marshals need to be at their posts prior to one minute to the start of the following race.

Marshals should wear the distinguishing hi- vis tabards provided. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. should not return cars to the pit lane/mechanic] or at the end of a race should not leave until a replacement arrives or race director allows them to.

The highest heat number will marshal heat one. No person under the age of 12 is allowed on the track or in the pit lane, and drivers under-12 are responsible for providing a suitable marshal. Drivers will marshal the appropriate race themselves, unless agreed by the Race Director.

At the end of each round, qualifying times and positions will be published, as will the points scores.

A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, etc. All mechanics in the pit lane will be required to wear hi-vis jackets/bibs so that they are as equally visible on the track as marshals.

10.01. FINALS

On completion of all qualifying rounds, every competitor will be placed in order and allocated a place in a final. Qualifying overall ties will be decided by the best scores and secondly by using the fastest qualifying laps and time from the best score round.

Finals will be run in single-sided hierarchal format. consisting of multiple leg finals for the A Final only., totalling 2x10minute finals. The top four placed drivers from each final will be promoted up to the next one and fill positions 11, 12, 13 and 14 respectively meaning a total of 14 drivers per final. Each final will run for 10 minutes. A minimum of 5 cars are required to constitute a final, if less than 5 are available the entrants should be promoted to the next final up in order to save time. Promoted drivers may be REQUIRED to provide replacement marshals who must be BRCA members. These replacements must check- in at race control before the next race.

The results of the meeting will be used to allocate Championship points to every competitor

There will be no frequency clearance for finals. Where a frequency clash occurs, the lower qualifier will be requested to change.

The interval between finals will usually be 3 minutes unless otherwise announced. As in qualifying, the next group may not utilise the rostrum or pit area until it has been vacated by the previous finalists.

Grid type starts will be used for finals. Numbers will be placed along the main straight at intervals of at least 5 metres - Where the track does not allow for this spacing, the whole of the main straight must be used.

All cars will be released from the pit-lane by the Start Marshal, after Race Control has signalled that the warm up period can commence. The warm up period will last for 1 lap. Drivers will then need to line up on the start grid and wait for the final procedure to start. A car not starting its individual clock prior to the first car completing its first lap will, at this time, have its clock started and be deemed a late starter. Cars not on the grid with 30 seconds to go before the start will be placed at the back of the grid.

Race Control and not the Start Marshal has ultimate say over the start times of each race. When called to the pit lane by Race Control, the cars must return immediately to the pit lane.

Once the countdown has commenced, no mechanic/car may cross between the start grid and pit lane in either direction until the start is underway and all cars have passed. A car starting from the pit lane may only join the race when all other competitors have passed the pit exit.

Officials may call a restart if they deem it necessary but not after 2 minutes of a final has been completed.

The race will be considered complete when all the cars on the track next cross the timing line after the allotted race time has elapsed. The car must actually cross the timing line between the track markings to have been deemed to finish the race. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during any race will lose that lap counted. Other penalties may apply.

On completion of their final, drivers should go immediately to a marshal point to relieve the existing marshal. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. to return cars to the pit lane] or at the end of a race until a replacement arrives.

Prior to the start of the A Final drivers will be called in turn to the rostrum in grid order. If a driver is not at the rostrum when called, that driver shall go up after the remainder of drivers has been called.

At the end of all finals, a presentation will be made to the top three drivers in the A finals to allow for photos/media requirements.

11.01. RACE INTERRUPTION

If in agreement, the Race Director and Race Steward may decide to interrupt a Final due to adverse weather conditions or any other reason.

If more than half a final has been run and the race has to be stopped, the position at the time of interruption will be the result unless the computer has lost the results.

In the event of a meeting being cancelled 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 manner for finals.

After 2 rounds of A finals, the scores from these 2 rounds will be taken and a 3rd set of scores will be awarded based on qualification positions. These 3 scores will then be evaluated in the normal way i.e 2 from 3 and tie breaks resolved using the normal method.

In the event of the meeting being abandoned mid-way through a round of qualification, the points for that complete 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.

In the case of a qualifying heat being interrupted, the entire heat will be re-run after a suitable delay.

If the track and venue cannot hold the meeting on the given date then a decision will be made at 12PM the Friday before the meeting and communicated via www.brca.org on whether the meeting will be cancelled. Reasons for cancelling a meeting will mainly be due to weather conditions and condition of the track/safety of the marshals.

The cancelled meeting will be re-scheduled for the reserve date set out at the start of the season. If more than 1 meeting is cancelled then the later meeting will not be re-scheduled. If the re-scheduled meeting has to be cancelled then the meeting will not be re-scheduled.

The BRCA Committee Members present, together with the Race Director, have the authority to cancel or foreshorten the meeting at their discretion. If a meeting has to be foreshortened and at least one round of qualifying have been completed, points for that meeting will be awarded on the best qualification positions, if the majority of Committee Members present agree.

12.01. PROTESTS

All protests must be made in writing to the Race Director, together with a £10.00 deposit.

Protests must be made within 5 minutes of the publication of the results in question. The protest period of 15minutes commences when the race in question has started according to the timetable if one has been published.

Protests regarding the legality of cars must be made in writing, together with the fee, to the Race Director.

13.01. PENALTIES

Championship warnings will be given for:

Leaving a marshal point early, i.e. before being relieved by the next marshal for any practice, heat or final.

Leaving a marshal point to return cars to the pits during any practice, heat or final.

Failure to be at a marshal point for a practice race, or final prior to one minute to the start of the following race.

Poor marshalling [e.g. talking to others].

Driving in the wrong direction at any time, or entering the pits from the pit exit.

Failure to adhere to Race Control or Referee instruction during practice or heat [e.g. blocking a faster car, failure to return to the pits at the end of practice/heat].

Deliberate collision with another car.

Bad/dangerous driving during any practice, heat or final.

i. Car being slowed/stopped close to/before the start loop, before a driver starts their qualifying heat time.

Bad language.

Using a mobile phone within the track, e.g. at marshal point, in the pits or on the rostrum.

Smoking at any time within the track vicinity [including pit-lane, rostrum and scrutinising area].

Driver or associated person entering Race Control unless accompanied by the Race Director or a Sectional Committee member.

10 second penalty in qualification will be given for: Corner cutting.

Deliberate collision with another car [in addition to championship warning].

1 lap penalty will be given for:

[a] Any car that is manually aided over the timing line at ANY time during a heat or final.

Stop/go penalties will be given in finals for: Corner cutting.

Failure to adhere to Race Control or Referee instruction [e.g. blocking a faster car, failure to return to the pits at the end of final].

Deliberate collision with another car [in addition to championship warning].

Mechanic/car crossing between start grid and pit-lane in either direction once the countdown has commenced and until the start is underway and all cars have passed.

Car jump starting the starting sequence.

Mechanic making alterations to the car or releasing a car before being instructed during a stop/go penalty.

Loss of best qualification round score will be given for:

Failure to be at a marshal point for a heat prior to one minute to the start of the following race.

Any driver not ensuring their car is taken to scrutinising within 1 minute of being requested to do so.

Loss of race time [heat or final] may occur when: Car is repaired on the track during the race. Car does not conform to the regulations.

Any driver fails to ensure that their car is taken to scrutinising following a request at the end of a final, within one minute from being requested by the Race Organiser/ Committee Official.

Car re-joins the race from any point other than the pit-lane.

“Black flag” If requested or “black flagged” a car must be removed from the track immediately. The black flag may result in the car being in an un-driveable or dangerous condition [e.g. lost body]. For these mechanical failures, cars may re-join after repair.

Driver is found to be using non-commercially available tyres after the race.

Disqualification may result in the following situations:

Blatant disregard of BRCA rules.

Failure to adhere to a black flag/request to be removed from the track.

Unauthorised use of transmitters or unauthorised frequency use.

Unsportsmanlike behaviour.

Arguing with Race Director, Referee or other Race Official.

Leaving a meeting before marshalling duties have been fulfilled. (Penalty will be the loss of highest championship score for that season.)

Failure to adhere to a notification of a stop/ go penalty and not returning to the pit-lane within 2 laps of the notification.

Use of a car outside of the track vicinity at any time of a race weekend including periods when race event is not taking place.

Anyone who by their own negligent action puts the safety of themselves or others in jeopardy as defined by the Race Director, Section Chairman or Section Secretary.

Warning records will be kept by the BRCA Section and for every 3 warnings received during a season, 10 points will be deducted from a driver's final Championship score.

Drivers awarded 3 warnings at any one meeting will be automatically disqualified.

A driver disqualified from a meeting will be given 3 warnings to his/her annual total

[which will affect their final Championship score] and points scored at the meeting in question will be classed as null and void.

NOTES

Article 13 may apply at any time during the race event, including practice and warm up periods [i.e. not just the timeframe of an actual race], practice races, heats, finals, as well as outside of periods of racing where applicable.

The driver is responsible for the conduct of his mechanics and/or team manager - penalties may be awarded to a driver due to infringements by them.

If, in the event that an incident is not specifically covered within the rules, an appropriate penalty may be given, on the agreement of the majority of the Committee members present.

Behaviour of persons at the meeting (drivers, pit crew etc), under no circumstances should any driver give any verbal abuse, including foul language etc to any other persons at the meeting. Anybody caught will be given an official warning on the first occurrence, and any other times penalties (lap deductions, championship points deducted or disqualification from the meeting or series will occur)

14.01. NATIONAL CHAMPIONSHIP

The Entry Fee for meetings will be set by the committee.

The BRCA National Series will consist of 3 meetings.

There will be One BRCA 1/8th Electric Championship

The winner of the A Final will receive 100 Championship Points, 2nd place will receive 99 points, third place will receive 98 points, fourth place will receive 97 points, etc., down to the final place. The top qualifier running as No. 1 in the A Final will receive 1 extra point.

50% +1 of Championship meeting scores will count towards overall placing rounded up or down to the nearest whole number.

Tied Championship positions shall be resolved by firstly comparing results of best positions and secondly by the number of 1st, 2nd, etc. places as may be required from the scoring meetings.

If any driver withdraws from a meeting before the final they have qualified for has run, their place will remain open and they will stay in the computer.

Juniors to be under 17 on the 1st January of the year of the championship.

15.01. TRACK & SAFETY

Tracks ideally must be a minimum of 4 metres wide and at least 250m long when walking the shortest route. [Guidance to organisers: should aim for a lap time of minimum 35 seconds].

The Track to be closed on the Friday before the meeting. Practice to be allowed to the people who have pre-booked for that meeting. Online booking will close and 10pm on the Friday night.

Spectators and marshals are to be protected from the risk of being hit by cars. A suitable safety fence is to be constructed to protect marshals in dangerous areas such as the end of the straight, or points where traffic on another part of the track is travelling towards the marshal from behind.

The rostrum must be able to accommodate 15 persons safely [i.e. with good margin]. The front must have a safety rail and a kickboard and the floor should be constructed of solid material and be all at one level. All steel- constructed rostrums must be fully earthed in at least two places. The rostrum should be marked into equal sections so that 15 spaces are marked out, enabling drivers to see which space is available to use.

Any person inside the safety fencing must be directly involved with the racing, i.e. marshals and mechanics. At the start of a heat or final, mechanics, on the release of the cars, must return to the pits as soon as possible and marshals must be standing at their designated points.

No car shall be used outside of the track vicinity at any time of a race week-end [including periods when the race event is not taking place]. A small controlled area can be set up for use, to be completely fenced in by double fencing, at the Race Organiser's discretion. This is not compulsory on the Race Organiser. Only BRCA Members will be allowed within the defined track area. The defined track area will be explained at drivers briefing.

E Buggy Drivers must start their cars in pitlane no one allowed to put car on track must start from pit lane instead

15.02

16.01. ORGANISATION

Race venues will be decided on by the committee in their deliberations will weigh up the following factors: Suitability of venue to host a meeting. Location of venue.

Experience of Race Officials at venue.

Venue Facilities [Toilets are a must as is food availability on the day].

Feedback from entrants.

Unsuccessful venues will be ranked with the highest ranking deemed a standby venue and so on.

Marshalling will be structured so that drivers will marshal the race following their own.

An adequate First Aid box must be provided and organisers should be fully aware of local arrangements for the treatment of casualties.

Organisers should ensure that they have adequate 3rd Party insurance to cover any liability arising as a result of running their meeting.

Organisers should ensure that the race commentary can be clearly heard from the drivers' rostrum.

Aims

To provide a fun and relaxing uniform format for 1/8th Nitro Truggy and other off-road racing Trucks, in an Open National format. The intention is to encompass all commercially available 1/8th Nitro Truggys and other off-road racing Trucks. Electric Truggys will run with Nitro unless enough numbers to run in their own heat.

1.01. TECHNICAL SPECIFICATION

DIMENSIONS

Overall length 585mm maximum, 400mm minimum.

Overall width 450mm maximum, 270mm minimum.

It is the responsibility of the driver to ensure that his car complies with the regulations at all times that it is on the track. Race Organisers may check any car for compliance with the regulations at any time during a race meeting.

At the end of each qualification heat, cars may at random be required/requested to be taken to scrutineering.

If a car is found to exceed the dimension limits on checking immediately after a race, positive proof of race damage may prevent penalty.

ENGINES

Only internal combustion engines with a minimum capacity of 3.5 cubic centimetres are allowed, there is no upper limit.

A maximum fuel tank capacity of 155 cubic centimetres.

All silencers are to point downwards, i.e. anywhere below the horizontal, any exhaust is permitted but the section recommends that all racers when purchasing new equipment should purchase an EFRA homologated stamped exhaust.

TYRES

All tyres must be black, with the exception of sidewall lettering.

Tyres must be commercially available.

It is not permitted to reduce the diameter or width of a tyre by cutting material out. Trimming of spikes is allowed.

Additive is strictly forbidden on all tyres Rallycross wheels and tyres are NOT permitted.

WINGS

A wing of maximum overall size 217mm x 85mm may be fitted. The side dams of the wing must have a maximum horizontal width of 100mm and a maximum height of 60 mm. [irrespective of the orientation].

CHASSIS

Truggys will have three differentials above the chassis line.

2.01. APPEARANCE

Cars shall be a reasonable representation of the style of truck used for off-road, desert or trial racing.

Bodyshells should cover the entire chassis and exhaust pipe of the truck. Front Shock towers should not be exposed.

Openings may be cut in the shell to allow access to fuel filler, exhaust exit, switch and engine adjustments. Clearance around such items shall be kept to a minimum.

All cars to have at least 2 race numbers on their body shells if numbers are provided. Failure to do this will result in disqualification of that race.

3.01. RADIO CONTROL EQUIPMENT

It is the responsibility of all drivers to ensure that their equipment does not cause interference to others, and that their receiver is not faulty.

Only BRCA approved frequencies are to be used. Flags shall not be used on aerials during races. All frequency changes must be approved by Race Control.

It is not permitted to add any additional NiCad/NiMH/LiPo/LiFe or dry cell batteries to a transmitter either internally or externally to raise the designed supply voltage above the original manufacturer's design specification, i.e. a six cell transmitter may not be fitted with more than 6 cells, either NiCad/NiMH/LiPo/LiFe or dry cell, also any 8 cell transmitter may not be fitted with more than 8 cells, etc. No additional aerial or extension should be added to the driver's radio equipment.

No electronic device can operate within the car other than a personal transponder and the two channels back to the transmitter [which can only be capable of transmitting timing information to the lap counting computer and no other information to any place].

The use of headsets - The use of headsets between drivers and pitmen shall be permitted whilst racing only. The headset shall only cover one ear only. The use of headsets shall be forbidden when marshalling.

4.01. ENTRANCE REQUIREMENTS

Will be distributed via www.brca.org

5.01. OFFICIALS

The Meeting Organiser will appoint the following officials who must be BRCA members familiar with all aspects of the Association Rules:

A Race Steward who has the final say/ casting vote on procedures of the day.

A Race Director who controls all racing and is responsible for the smooth running of the meeting. Specifically the Race Director controls, in conjunction with the committee, the maintenance of the circuit, safety, marshal positioning, manning and substitution and start procedures and delivers the Driver's Briefing.

A Scrutineer who may inspect cars at random throughout the meeting.

If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Handbook/BRCA website the majority of the Committee present at the meeting shall be able to make a decision [or interpret on existing rules to make a decision] and that decision shall stand.

6.01. DRIVERS-BRIEFING

A Drivers' Briefing will be held prior to the start of qualification. The Race Officials will be introduced to all competitors, The Race Director and Race Steward will give the drivers' briefing.

7.01. TRANSPONDERS & LAP COUNTING

All competitors are to provide and use personal AMB compatible transponders. It is the drivers responsibility to ensure that the transponder is attached to the car for practice, qualifying and finals, and that it is the same as that entered on the Championship Registration Form [or subsequent written notification where changed]. It is the drivers' responsibility to ensure that the transponder is working at all times during a race. Any replacement changes that need to be made to the transponder used by a competitor have to be notified to Race Control, in advance of that transponder being used.

It is the driver's responsibility to ensure that his/her car and its transponder pass across the timing line supporting the computer aerial for each lap of the track completed. The car must actually cross the timing line between the track markings to have been deemed to complete the lap. If any parts, such as carbon fibre stone guards are fitted, it is the driver's responsibility to ensure they do not interfere with the lap timing equipment.

It's the drivers sole responsibility to ensure their timing equipment e.g transponder is in a working state and to ensure it's mounted in a suitable position to allow the efficient recording of laps.

8.01. PRACTICE

There is no free practice. A round of 5 minute practice may be run before qualifying rounds.

9.01. QUALIFICATION

Qualifying heats shall be of 5 minute duration with a maximum of 9 heats taking place, with a maximum of 14 cars in a heat.

Heat ranking for new drivers will be based on ability as determined by the committee.

Heat ranking for existing drivers/subsequent rounds will be based on final position of the previous round or current championship positions.

There will be a minimum of 3 rounds of qualifying heats. Points will be awarded for each round. Tied positions within a round will receive equal points. The points for subsequent positions will be displaced by the number of tied drivers involved. A driver's best 2 scores will be added together to give a qualifying position. Ties will be eliminated firstly by using the best scores and then by use of the fastest overall time on your best score.

Qualification will be run using a "rolling start". All cars will be released from the pit- lane by the Start Marshal after Race Control has signalled that the warm up period can commence. Depending on time available the warm up period will usually last for 2 minutes. Drivers will be notified that there are 2 minutes, 1 minute, 30 seconds and 10 seconds to the start of the 5 minute qualification period. They will be notified when the qualification period has started. The 5 minute qualifying period commences when each car crosses the timing line after the expiration of the warm up period. A car not starting its individual clock within 1 minute after the first car has started will have their five minutes start at the same time as the first driver and be deemed a late starter.

When all cars on the track have completed the lap following the expiry of their individual 5 minute period, Race Control will request that all cars return to the pits. Any car not on the track will be given a split time of the last lap completed.

Drivers and mechanics should wait until the rostrum and pit lane have been vacated before taking up their positions. Radio equipment may be turned on during the prior heat and engines started, as frequency clearance on the prior and following heats should exist.

On completion of their heat, drivers should go immediately to the marshal point of their car number and relieve the existing marshal. Marshals need to be at their posts prior to one minute to the start of the following race. Marshals should not leave until they are relieved.

Marshals should wear high visibility tabards provided. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. should not return cars to the pit lane/ mechanic] or at the end of a race should not leave until a replacement arrives.

The highest heat number will marshal heat one and marshals must be in place for Practice. No person under the age of 12 is allowed on the track or in the pit lane and driver's under-12 are responsible for providing a suitable marshal. Drivers will marshal the appropriate race themselves unless disabled or injured.

At the end of each round, qualifying times and positions will be published.

A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc.

10.01. FINALS

On completion of all qualifying rounds, every competitor will be placed in order and allocated a place in a final. Qualifying overall ties will be decided by the best scores and secondly by using the fastest qualifying laps and time from the best score round.

Finals will be run in single-sided hierarchical format. The top four placed drivers from each final will be promoted up to the next one and fill positions 11, 12, 13 and 14 respectively meaning a total of 14 drivers per final. All Truggy finals lengths will be decided at the meeting by the majority of class entries present as a singular vote per entered class driver. All E-Truggy's must do a minimum of a 5 second pit stop in the pit land during the course of the race. A minimum of 5 trucks are required to constitute a final, if less than 5 are available the entrants should be promoted to the next final up in order to save time. Promoted drivers are REQUIRED to provide replacement marshals who must be BRCA members. These replacements must check-in at race control before the next race.

Frequency clearance for finals will be limited to those running in a specific final. Where a frequency clash occurs, the lower qualifier will be requested to change.

Le Mans type starts will be used for finals. Numbers will be placed along the whole of the main straight.

Race Control will call all cars to the Pits before the start for 1 mechanic per driver to take their cars to the start position on the straight.

Race Control and not the Start Marshal have ultimate say over the start times of each race.

When appropriate, Race Control will commence a count down from 10 and the Starter will indicate with a flag each increment. At 3 the starter's flag will be on the ground and Race Control will call 'cars down'. The mechanics must then place the cars on the track. The count continues to zero when Race Control will start the race by an audible sound [e.g. horn] and the Starter will raise his flag. The race is started by the signal from Race Control, not the Starter's flag. The delay of the countdown should be equal; specifically the start delay should NOT be random.

Once the countdown has commenced, no mechanic/car may cross between the start grid and pit lane in either direction until the start is underway and all cars have passed. A car starting from the pit lane may only join the race when all other competitors have passed the pit exit. Officials may call a restart if they deem it necessary.

The race will be considered complete when all the cars on the track next cross the timing line after the allotted race time has elapsed. The car must actually cross the timing line between the track markings to have been deemed to finish the race. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during the race will lose that lap counted. Other penalties may apply. Drivers who are promoted may have to make a frequency change.

On completion of their final, drivers not progressing to the next final should go immediately to a marshal point to relieve the existing marshal. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. to return cars to the pit lane] or at the end of a race until a replacement arrives.

Marshals should wear the high visibility tabards provided.

The A Finalists will marshal the first final that runs. Marshal Points 1 to 14 will be set out.

No person under the age of 12 is allowed on the track or in the pit lane during finals and drivers under 12 are responsible for providing a suitable marshal.

A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc.

11.01. RACE INTERRUPTION

If in agreement, the Race Director and Race Steward may decide to interrupt a Final due to adverse weather conditions or any other reason.

If more than half a final has been run and the race has to be stopped, the position at the time of interruption will be the result unless the computer has lost the results.

In the event of a meeting being cancelled 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

During the finals, then the points will be awarded as normal for the completed finals and the scores for the finals not run will go on qualifying positions

In the event of the meeting being abandoned mid-way through a round of qualification, the points for that complete 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.

In the case of a qualifying heat being interrupted, the entire heat will be re-run after a suitable delay.

If the track and venue cannot hold the meeting on the given date then a decision will be made at 12PM the Friday before the meeting and communicated via www.brca.org on whether the meeting will be cancelled. Reasons for cancelling a meeting will mainly be due to weather conditions and condition of the track/ safety of the marshals.

The cancelled meeting will be re-scheduled for the reserve date set out at the start of the season. If more than 1 meeting is cancelled then the later meeting will not be re-scheduled. If the re-scheduled meeting has to be cancelled then the meeting will not be re-scheduled.

If the meeting is cancelled then no venue switching or track surface switching is allowed. For example if a track has an Astroturf and dirt track, if the dirt track was chosen for the national the Astroturf would not be used in the event of the dirt not being suitable.

i. The BRCA Committee Members present, together with the Race Director, have the authority to cancel or foreshorten the meeting at their discretion. If a meeting has to be foreshortened and at least one round of qualifying have been completed, points for that meeting will be awarded on the best qualification positions, if the majority of Committee Members present agree.

12.01. PROTESTS

All protests must be made in writing to the Race Director, together with a £10.00 deposit.

Protests must be made within 5 minutes of the publication of the results in question. The protest period of 15minutes commences when the race in question has started according to the timetable if one has been published.

Protests regarding the legality of cars must be made in writing, together with the fee, to the Race Director.

13.01. PENALTIES

Championship warnings will be given for: Leaving a marshal point early, i.e. before being relieved by the next marshal for any practice, heat or final.

Leaving a marshal point to return cars to the pits during any practice, heat or final.

Failure to be at a marshal point for a practice race, or final prior to one minute to the start of the following race.

Poor marshalling [e.g. talking to others].

Driving in the wrong direction at any time, or entering the pits from the pit exit.

Failure to adhere to Race Control or Referee instruction during practice or heat [e.g. blocking a faster car, failure to return to the pits at the end of practice/heat].

Deliberate collision with another car.

Bad/dangerous driving during any practice, heat or final.

Car being slowed/stopped close to/before the start loop, before a driver starts their qualifying heat time.

Bad language.

Using a mobile phone within the track, e.g. at marshal point, in the pits or on the rostrum.

Smoking at any time within the track vicinity [including pit-lane, rostrum and scrutinising area].

- Driver or associated person entering Race Control unless accompanied by the Race Director or a Sectional Committee member.
- Any car blocking the pit lane during refuelling may incur a penalty. All cars being refuelled in the pit lane must be removed from the lane before being refuelled.
- 13.02.** 10 second penalty in qualification will be given for:
Corner cutting. Incorrect use of the pit-lane [e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car].
Deliberate collision with another car [in addition to championship warning].
- 13.03.** 1 lap penalty will be given for:
a. Any car that is manually aided over the timing line at ANY time during a heat or final.
- 13.04.** Stop/go penalties will be given in finals for:
Corner cutting. Incorrect use of the pit-lane [e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car].
Failure to adhere to Race Control or Referee instruction [e.g. blocking a faster car, failure to return to the pits at the end of final].
Deliberate collision with another car [in addition to championship warning].
Mechanic/car crossing between start grid and pit-lane in either direction once the countdown has commenced and until the start is underway and all cars have passed.
Car jump starting the starting sequence.
Mechanic making alterations to the car, re- fuelling the car, or releasing a car before being instructed during a stop/go penalty.
- 13.05.** Loss of best qualification round score will be given for:
Failure to be at a marshal point for a heat prior to one minute to the start of the following race.
Any driver not ensuring their car is taken to scrutinsing within 1 minute of being requested to do so.
- 13.06.** Loss of race time [heat or final] may occur when: Car is repaired on the track during the race. Car does not conform to the regulations.
Any driver fails to ensure that their car is taken to scrutinsing following a request at the end of a final, within one minute from being requested by the Race Organiser/ Committee Official.
Car re-joins the race from any point other than the pit-lane.
“Black flag” If requested or “black flagged” a car must be removed from the track immediately. The black flag may result in the car being in an un-driveable or dangerous condition [e.g. lost body, ineffective silencer]. For these mechanical failures, cars may re- join after repair.
Driver is found to be using non-commercially available tyres after the race. (2015 addition)
- 13.07.** Disqualification may result in the following situations:
Blatant disregard of BRCA rules.
Failure to adhere to a black flag/request to be removed from the track.
Unauthorised use of transmitters or unauthorised frequency use.
Unsportsmanlike behaviour.
Arguing with Race Director, Referee or other Race Official.
Leaving a meeting before marshalling duties have been fulfilled. (Penalty will be the loss of highest championship score for that season.)
Failure to adhere to a notification of a stop/ go penalty and not returning to the pit-lane within 2 laps of the notification.
Use of a car outside of the track vicinity at any time of a race weekend including periods when race event is not taking place.
Anyone who by their own negligent action puts the safety of themselves or others in jeopardy as defined by the Race Director, Section Chairman or Section Secretary.
Behaviour of persons at the meeting (drivers, pit crew etc), under no circumstances should any driver give any verbal abuse, including foul language etc to any other persons at the meeting. Anybody caught will be given an official warning on the first occurrence, and any other times penalties (lap deductions, championship points deducted or disqualification from the meeting or series will occur)
- NOTES** Warning records will be kept by the BRCA Section and for every 3 warnings received during a season, 10 points will be deducted from a driver’s final Championship score.
Drivers awarded 3 warnings at any one meeting will be automatically disqualified.
A driver disqualified from a meeting will be given 3 warnings to his/her annual total [which will affect their final Championship score] and points scored at the meeting in question will be classed as null and void.

Article 13 may apply at any time during the race event, including practice and warm up periods [i.e. not just the timeframe of an actual race], practice races, heats, finals, as well as outside of periods of racing where applicable.

The driver is responsible for the conduct of his mechanics and/or team manager - penalties may be awarded to a driver due to infringements by them.

If, in the event that an incident is not specifically covered within the rules, an appropriate penalty may be given, on the agreement of the majority of the Committee members present.

14.01. NATIONAL CHAMPIONSHIP

The Entry Fee for meetings will be set by the committee.

There will be One BRCA Nitro Truggy Championship and One BRCA Electric Truggy Championship.

The winner of the A Final will receive 100 Championship Points, 2nd place will receive 99 points, third place will receive 98 points, fourth place will receive 97 points, etc., down to the final place. The top qualifier running as No. 1 in the A Final will receive 1 extra point.

50% +1 of Championship meeting scores will count towards overall placing rounded up or down to the nearest whole number. [3 from 4/5 or 4 from 6]

Tied Championship positions shall be resolved by firstly comparing results of best positions and secondly by the number of 1st, 2nd, etc. places as may be required from the scoring meetings.

If any driver withdraws from a meeting before the final they have qualified for has run, their place will remain open and they will stay in the computer.

Juniors to be under 17 on the 1st January of the year of the championship.

15.01. TRACK & SAFETY

Tracks ideally must be a minimum of 4 metres wide and at least 250m long when walking the shortest route. [Guidance to organisers: should aim for a lap time of minimum 35 seconds].

Tracks should be closed on the Friday before the meeting. Practice to be allowed to the people who pre-book (and pay) for the events by the Friday before the national.

People who NO NOT pre-book will not be allowed to enter the practice day.

Spectators and marshals are to be protected from the risk of being hit by cars. A suitable safety fence is to be constructed to protect marshals in dangerous areas such as the end of the straight, or points where traffic on another part of the track is travelling towards the marshal from behind.

The rostrum must be able to accommodate 15 persons safely [i.e. with good margin]. The front must have a safety rail and a kickboard and the floor should be constructed of solid material and be all at one level. All steel-constructed rostrums must be fully earthed in at least two places. The rostrum should be marked into equal sections so that 15 spaces are marked out, enabling drivers to see which space is available to use.

Any person inside the safety fencing must be directly involved with the racing, i.e. marshals and mechanics. At the start of a heat or final, mechanics, on the release of the cars, must return to the pits as soon as possible and marshals must be standing at their designated points.

No car shall be used outside of the track vicinity at any time of a race week-end [including periods when the race event is not taking place]. A small controlled area can be set up for use, to be completely fenced in by double fencing, at the Race Organiser's discretion. This is not compulsory on the Race Organiser.

Only BRCA Members will be allowed within the defined track area. The defined track area will be explained at drivers briefing.

16.01. ORGANISATION

Race venues will be decided on by the committee in their deliberations will weigh up the following factors:
Suitability of venue to host a meeting. Location of venue.

Experience of Race Officials at venue.

Venue Facilities [Toilets are a must as is food availability on the day].

Feedback from entrants.

Unsuccessful venues will be ranked with the highest ranking deemed a standby venue and so on.

16.02. The BRCA National Series will consist of 3 meetings.

Marshalling will be structured so that drivers will marshal the race following their own.

An adequate First Aid box must be provided and organisers should be fully aware of local arrangements for the treatment of casualties.

Organisers should ensure that they have adequate 3rd Party insurance to cover any liability arising as a result of running their meeting.

Organisers should ensure that the race commentary can be clearly heard from the drivers' rostrum.