



BRCA

BRITISH RADIO CAR ASSOCIATION

www.brca.org

12th ELECTRIC STOCK CAR SECTION



Handbook 2019

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HOW TO USE THIS HANDBOOK

This booklet is aimed at competitors or officials for the Stock car class, enabling them to have the information required for the class at all times. However it should prove useful to all club racers too as we hope it will give the reader more information about our national series.

The information contained herein should be read in conjunction with the Association Handbook as the General Rules contained in the handbook apply to us all, at all events, and in any circumstances take precedent over sectional rules. It is every member's responsibility to ensure they have read and understand - ask an executive official as appropriate for clarification if you don't - the general rules.

The application of the rules works thus:-

The Association General Rules apply at all events we go to, including most club racing as we are all members of the association at all times, Sectional Rules (as in this book) apply at Nationals plus other events, e.g. regionals, as sanctioned by the section committee. Sectional rules do not apply at clubs, unless the clubs wish them too and it is entirely the clubs choice either way.

Changing a rule

Every rule in this booklet and the Association Handbook was proposed and voted in by one of your fellow racers - none of the committees can simply 'make up' a rule. If you don't like a rule you can easily try and have it changed (though the first thought should be to find out the rationale of why one of your fellow racers proposed it in the first place perhaps?) If you're happy a rule needs changing get somebody else to agree with you - a seconder - and then write/email to one of the following people:-

Section Rule to be changed - Section Secretary - who will liaise with you to ensure it's then voted on at their section conference.

Association General Rule including the Constitution - Association Secretary - who will liaise with you to ensure it's voted upon at the Association annual general meeting.

You should endeavour to be at any meeting where a rule change, you have proposed, is taking place as it will be discussed, possibly amended, plus you'll almost certainly be asked to elaborate on it.

Summary

'The Rules' should be the easy bit of our sport, but they're not as we're all passionate about our sport and should want to have an input into how it's run, make sure you have your say, the Association works because people get involved and make a difference.

If you don't like how something is being done, you should offer to do it yourself, every Association official is a volunteer and they are doing a role because it needs doing. However it as much your responsibility to do that task as it is theirs - just that they volunteered to do it before you had the opportunity to offer to do it better...

BRCA 12th Electric Stock Car Section
Handbook 2019
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Registered address:
BRCA c/o, 7 Buck Lane
Hough, Crewe
Cheshire, CW2 5JP

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CHAIRMAN'S INTRO & CONTACTS

Welcome to your new 2019
1/12th Stock car section handbook.

Welcome to the 1/12th Stock car section, We are one of the cheapest forms of Radio Controlled racing there is which still offers great racing while still having great fun at the same time, cause you have to crash and bash your way to the finish line. This section is for all ages and abilities; support is offered at all the clubs to new drivers or members.

1/12th stock cars have been around since the late 70's where they use to race on wooden floors. The Modern tracks of today are fitted with carpet, offering great levels of grip and make the cars more driveable. All the Tracks have timing systems and each car fitted with its own transponder, so that you can get race positions and lap times at the end of each race. Races generally last 5 minutes but some clubs run 4 minute races on their club days.

There are many clubs that run 1/12th Stock cars from Scotland Down to Cornwall. There are details of many clubs in this hand book but best place would be to look on line as there is a big 1/12th Stock car community social media.

Each club offer their own championships but the BRCA 1/12th F1 and F2 Stock car section also organise national series championships and standalone championships like British champion, European champion and world champion.

The F1 and F2 stock cars have many different manufactures and cars are mainly available track side at most of the oval clubs in the UK.

The F1 and F2 stock cars are different in the way of the technology within them as the F1 mainly Run Brushless systems with 1s LiPo and the F2 use Brushed technology with a 4.8v 4cell Nihm battery. They both have different construction rules and both offer fast and furious racing all year round.

If you need any further information regarding the 1/12th F1 and F2 Stock car section to help or advise, please do not hesitate to contact me.

David Tomlinson

Chairman, BRCA 1/12th F1 and F2 Stock Car



DAVID TOMLINSON

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Section Chairman

MARK RODGERS

01246 464185 • 07414 756431 • brcaf2@hotmail.com

Section Secretary

F1 CHAIRMAN'S INTRODUCTION

1/12th F1 stock cars have been around since the late 70's.

The cars are 1/12th scale version of a full size Brisca F1 Stock car. They race anticlockwise on oval tracks that are fitted with carpet, offering great levels of grip and make the cars more driveable. All the Tracks have timing systems and each car fitted with its own transponder, so that you can get race positions and lap times at the end of each race. Races generally last 5 minutes but some clubs run 4 minute races on their club days. Its Full Contact racing, but very close and competitive between drivers with great banter and atmosphere in the pits.

The F1 Stock cars are different in the way of the technology within them as the F1s mainly Run Brushless systems with a 1s LiPo.

There are national events all over the UK with the winner of the series taking the Silver roof and becoming national points champion.

Like with the full size F1s we hold World Championships and European championships either in the UK or over in Holland. The World Champion races with a Gold Roof and displaying number 1 on their car. The European Champion races with a red and yellow chequered roof.

We welcome all ages, male or female and also hold a National junior championship, along with junior world and European titles for under 16s.

In 2019 we have a new event taking place at the motorsport with attitude show, a show focused on all aspects of car racing, why not go along and come over and say hi to us at the show. We also have the World final being held at Odsal Stadium Bradford, a venue which hosted the real F1 world final on 6 occasions, and we look forward to a fantastic weekend of racing to see who will clinch the gold roof for the next 2 years.

The section is a perfect place for newcomers to RC Racing aswell as people looking for alternative cheaper formulas. We put the emphasis on everyone having fun at our meetings.

I look forward to seeing you around the Ovals

Regards

Mark Craig

Chairman, BRCA 1/12th F1 Stock Car



Credit: Brian Nish

F1 COMMITTEE & CONTACTS

F1 STOCKCAR SECTION

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Scottish Rep

STUART CLARKE

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Media Officer

F1 2019 CALENDAR

	Date	Event	Venue
February	17 th - 18 th	Motorsport with Attitude Show	Peterborough Showground
May	27 th BH	National	Urmston
June	30 th	British Championship	Burton
August	4 th	National	Hathern
September	7 th	Ivan Black Memorial Scotland Weekender	Newport
	8 th	National	Newport
	9 th	National	Coaltown
October	12 th - 13 th	World Final	Odsal Stadium, Bradford
TBC	TBC	National	Rugby

F2 CHAIRMAN'S INTRODUCTION

Welcome to the F2 Stock car Section.

My name is David Tomlinson and have been chairman of the section since we came under the wing of the BRCA in 2016.

Just a little history of F2 Stockcars it all started in late 2011 at Burton Banger Club and early 2012 at Bicester Raceway.

The very first World Championship took place in 2012 at Bicester Raceway and was won by Barry Weatherhead.

When we came under the BRCA in 2016, and had our own rule book, things started to move forward a lot quicker with about 50 drivers registering for race numbers in 2015/6 with nearly 250 registered drivers by the end of 2018.

The cars are 1/12th scale and are a version of a full size F2 Stockcar racing with 4cell Nihm batteries and brushed Saturn 20 or Mardave G2 motors racing over 5 mins in your heats and 6min Finals, Racing is very close and competitive between drivers with great banter and atmosphere in the pit area.

In 2018 we had sponsorship from KAMTEC, the World Championship was won by Jake Swann who also took the National Points Championship. Chelle Snowden won the Team Powers Golden Helmet Championship, Noah Bailey was the winner in the Junior World Championship, and George Taylor won the English Championship with Jordan Leavis winning our Junior English Championship.

In 2019 we all move into Scotland for our first ever Speedweekend featuring the Scottish Open Championship and a round of the World Championships.

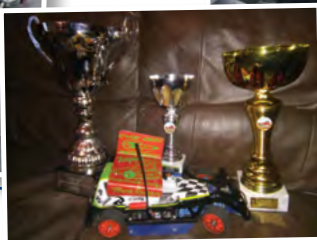
We welcome all ages, male or female, and beginners to experts. To find a track near you go on the BRCA Web site.

Come and give it a go - you won't be disappointed!

Regards

David Tomlinson

Chairman, BRCA 1/12th F2 Stock Car



F2 COMMITTEE & CONTACTS

F2 STOCKCAR SECTION

DAVID TOMLINSON

F2 Chairman

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F2 Public Relations Officer

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F2 2019 CALENDAR

	Date	Event	Venue
January	5 th - 6 th	Round 1 / Speed Weekend	TTT Raceway
	27 th	Round 2	SMF Raceway
February	10 th	Round 3	Chelmsford Raceway
	16 th - 17 th	Motorsport F1/F2	Peterborough Arena
March	10 th	Round 4	Hathern Raceway
April	13 th - 14 th	Round 5 / Speed Weekend	Worcester MCC
May	12 th	Round 6	HOT Racers
June	15 th - 16 th	Round 7 / Speed Weekend	Coaltown Raceway
July	6 th - 7 th	Round 8 / Speed Weekend	Sleaford Raceway
	28 th	Round 9	Guildford Raceway
September	1 st	English Championship	SMF Raceway
	21 st	Team Powers UK Golden Helmet Championship	TTT Raceway
	22 nd	World Championship	Gresley Old Hall

2018

DOT RACING

**PRICE
LIST**

F2 "DOT ROCKET" STOCKCAR

THE DOT ROCKET COMES COMPLETE WITH

TWO OFFSET POSITIONS FOR BATTERY

NEW POD MOUNTS WILL NEVER BREAK OR COME OFF

ALL NEW DESIGN TOP CHASSIS

ALL CARBON BOTTOM CHASSIS IN BLUE, RED, BLACK, OR GOLD

NEW DELRIN MOTOR POD WITH CARBON POD PLATE SITS THE MOTOR 2.5MM

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(LATER IN THE YEAR 4.5MM LOWER)

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FITTED WITH DOT RACING 7075 ALLOY SPUR CARRIER

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Catch me on Facebook DOT Racing page

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PRICE £125.00

STOCK CARS - HOW TO GET ONE

Stock cars are one of the earliest forms of radio control cars and their simplicity allows for a lot of home built input. They are quite different to other forms of radio control cars available as there are only few available kits that can be purchased from model shops or the internet since Mardave stopped production many years ago.

However, all is not lost - the parts (including the specialist parts) required to enable a fully competitive car to be built i.e. the chassis, suspension, axles, drive line, body, aerofoils, wheels and tyres etc. are all available to buy from the trackside vendors who are the backbone of this sport.

Some of the more standard parts like batteries, motors, engines, speed controllers, chargers, and the radio control components transmitter, servos etc. can be easily sourced from model shops and the internet.

Advice is always on hand and there is no reason to have to buy uncompetitive parts as at track side you will get all the same parts that the expert race winners are using.

Speak to any member of the committee who can point you in the right direction of car builders.

Buying a second hand Stock Car can be a good way to get started, often the contacts at the clubs will know of a suitable car for sale and sometimes the opportunity to buy all the associated kit to start and run the car will also be available. The internet can offer some seemingly attractive second hand buys but be very careful, some of the cars you will see on auction sites are old and outdated and will be unsuitable for racing and end up being a waste of your time and money. Just ask one of the contacts above and they will do their best to advise you or better still, visit a local club meeting and ask around - we are a friendly section keen to attract new members.

Useful Links :-

1/12th STOCKCARS SECTION - www.brca.org

BRCA 1/12th F1 STOCKCARS - www.facebook.com/groups/1541764409371446/

OFFICIAL RC F2 STOCK CARS - www.facebook.com/groups/557291287638451/

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Woodville
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DE11 7EA



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Email :- ttracing@btinternet.com

CAR INFORMATION

The Cars

All the cars are a reasonable representation of the full size Brisca F1 and F2 stock cars being raced on Ovals around the country.

Unlike other classes, there is no shop ready kit available, but we have a number of racers producing cars built using the construction rules of the Section, and spares are readily available.

Type of Track

These cars are raced indoors on a carpeted Oval Track. There are a numerous Oval clubs up and down the country, most of which can be found in the back of this booklet, and/or on the BRCA web site.

There is no standard size of track, some are quite small, while others are quite large in comparison, this adds to fun of adjusting you're driving skill to match the track conditions, just as in full size racing.

Racing

Most clubs race on an evening all year round, with heats of up to 9 cars racing for 5 minutes., with 3 or 4 rounds and a final. This is full contact racing, and it isn't necessary to be the fastest, but be skilful in how you handle or avoid the hits that brings the success.

The BRCA National Series runs from February through to October mainly on weekends.

At the Nationals there are trophies at each meeting and points for the end of season trophies for the best drivers.

All ages and abilities are catered for and most clubs and venues have disables access.

We hold the World Championships and European Championships on alternate years.

Other

One thing that is apparent at stock car meetings, be it National or Club events, is everybody is having fun. There is a serious side to the sport, winning trophies, points and the World Championships, but the main ethos is having fun.

You will not break the bank if you wish to take up this form of radio controlled car racing, for as little as around £300 you could be on the track racing. The best way to find out about these is to visit one of the local clubs that race them.

If you wish to know more take a look at the BRCA web site under 1:12th Stock car, where you will find more details of clubs who race these cars.



CLUB INFORMATION

URMSTON (MANCHESTER)

Wednesday evenings
and Saturday mornings

St. Clements Branch Church,
Humphrey Lane
Urmston, Manchester
M41 9PE

www.urccc.club

HATHERN (LEICS)

Monday evenings.

Coalville Labour Club &
Institute, 30 Bridge Road,
Coalville, LE67 3PW

Allan Inness on
07967 455613

hathernraceway.co.uk

RUGBY (WARKS)

Friday Evenings.

Rogers Hall,
Deerings Road,
Rugby

Stuart Clarke on
07707 546980

rugbystoccarclub.co.uk

NEWPORT RACEWAY (FIFE, SCOTLAND)

Friday evenings.

The Scout Hut, Waterstone
Crook, Kirk Road, Newport
on-Tay, Fife, DD6 8HY

Brian Nish on
01382 542804

newportraceway.co.uk

COALTOWN RC OVAL RACERS (FIFE, SCOTLAND)

Tuesday evenings.

Victoria hall,
Coaltown of Balgonie,
Fife

Neil Ritchie on
01592 772043

lmrcc.co.uk

FORDHAM (CAMBS)

Saturday evenings.

Fordham Scout Hall,
Station rd, Fordham,
Cambs, CB7 5LW

Dan Skeels or
Jim Burkett

fordhamraceway.weebly.com

WORCESTER OVAL RACE CLUB

Alfrick Village Hall, Alfrick,
Worcs, WR6 5HJ

HOTS RACERS

St Wilfred's School, Eastern Rd,
Hayward's Heath,
West Sussex, RH16 3NL

TTT RACEWAY

Woodland Road,
Burton-on-Trent, Stanton,
Derbyshire, DE15 9TJ

SMF RACEWAY

The Scout Hall,
Oldfield Lane,
Wisbech, PE13 2RI

RC OCTANE

Throgmorton Comm. Hall,
Culme Way, Dunkeswell,
Deven, EX14 4JP

CHELMSFORD CCORC

Chelmsford Carpet Oval Race Club
Hatfield Peverel Village Hall,
Malden Rd, Hatfield Peverel,
Chelmsford, Essex, CM3 2HP

KTECH SIGNS

- PRINTED VINYL
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- RC SHELLS
- TOP PLATES
- PHONE CASES
- GRAPHICS DESIGN
- AIRBRUSHING



KTECH SIGNS



12th F1 ELECTRIC STOCK CAR SECTION 2019

CONSTRUCTION
& PROCEDURAL
RULES



FI CONSTRUCTION RULES 2019

- 1) Models to be a reasonable representation of a full size open wheel Brisca F1 only.
- 2) No car shall be constructed so as to be dangerous to persons or cause damage to competitor's cars or to the track surface. No sharp or protruding objects are allowed on the cars.
- 3) Overall chassis length to be between 285mm and 310mm. Overall chassis width to be a maximum of 160mm.
- 4) Front and rear bumpers must be fitted, and have a contact surface between 9mm and 16mm. The distance between the bumper centreline and the ground must be between 32mm and 41mm. All bumpers must be plugged and have no sharp edges and must be constructed from a non-metallic material.
- 5) Over riders must be bolted to front and rear bumpers. The height from the top of the bumper to the top of the overrides must be between 19mm and 32mm at the front and must have a maximum of 19mm at the rear.
- 6) Nerf bars must be fitted on the same level as the bumpers and attached to the chassis rails with a maximum contact surface of 12mm.
- 7) Body and chassis must be securely joined at the start of race and must remain on car during the race. When initially entered at a meeting the body shell must be neatly finished and complete.
- 8) Bodies and aerofoils must be made from ABS or polycarbonate, metal bodies or aerofoils are not allowed. All windows must be cut out on both Lexan and ABS Shells. The height of the body roof from the floor to be between 88mm and 126mm. Aerofoils if fitted must have no sharp edges and be mounted in a safe manner. The maximum size of the centre panel to be no more than 126mm-126mm, and the side panels 126mm-70mm. The roofs must be painted down to the waistline of the body with the driver's classification colour, if an aerofoil is fitted, this alone may be painted with the driver's classification colour, if the driver wishes. A driver must run their current highest club roof grade. Failure to do so will incur a 25 lap penalty.
- 9) Driver's national race number must be displayed on the exterior of the car, with a minimum height of 10mm. Any colour may be used but it must be legible. Only one racing number allowed per membership. The drivers name must be on the outside of the body.
- 10) The cost of the complete car excluding radio equipment and cells must not exceed £165.00 In the case of scratch built cars the entrant must be prepared to produce replicas of the car if so required for a price of £165.00 or less. Including wheels, tyre, wing and shell.
- 11) Aerial tubes to be a maximum height of 200mm from track surface. Steel whip aerials and rollover masts are not allowed.
- 12) Tyres must be foam or rubber, you can change them from kit supplied and use sleeves, Tyre additives are not allowed.
- 13) Tyres must have a minimum 12mm and maximum 26mm width, and maximum 60mm diameter.
- 14) Ball races are allowed on the front and rear axle. Limited slip devices and differentials of any kind are not allowed, solid rear axle only. Single nut fixing at either end of the axle are allowed only. No carbon axles allowed, Steel rear axle only to be used.
- 15) All cars must have a maximum baseplate thickness of 2mm, with motorblocks bolted directly to the baseplate. Maximum 2 cut slots to provide flex/suspension. Maximum 2 oil filled shocks only. No damper tubes or floating pods.
- 16) Radio control receivers carried in the car can have either two devices connected, (normally the steering servo and the speed controller) or 3 channel (can be used for flashing lights for club level or superstars for national level). Receiver battery packs are allowed.
- 17) The use of multiple speed transmissions (gearboxes) is not allowed, any 32dp pitch gears and holders are allowed. Pinion gears; size (number of teeth) is free.
- 18) There is a minimum ground clearance of 3mm, this includes any protruding screws, 1mm clearance for spur gear.
- 19) Servo savers, track rods and track rod ends can all be up-rated from kit supplied.
- 20) All cars must have reverse fitted and working at the start of the race.
- 21) Cars are to be powered by either a brushed or a brushless system as defined below.

BRUSHED SYSTEM

G2 2010 Brushed motors (only) These must remain unopened, and unmodified – External motor bearings are NOT allowed. Motor cleaning fluids / additives are allowed. Cars will be powered by a maximum of 6 sub C sized batteries with 1.2v nominal voltage, conforming to the current Electric Board battery list. Brushed Speed controllers are without restriction providing that they include an operating reverse function and are commercially available with a recommended retail price not exceeding £65.

BRUSHLESS SYSTEM

10.5 brushless - . Speed Passion v3 10.5t or 13.5t motor only with standard 10 degree sensor plate and factory pink/purple rotor. All motor parts must be factory standard as originally issued. All Lipos used in all competitions MUST be hard-cased. Soft cases or no cases are not allowed. Cars to be powered by a 1S LiPo conforming to the current BRCA Electric Board homologation 1S stick LiPo list and safety considerations. Brushless speed controllers the Pace 45R or Pace 60R speed control must be used. ESC must run in Blinky Mode i.e. the "ROAR blinking LEDs mode."

- 22) For drivers wishing to develop or modify cars, this should be done and tested at club level.

The next stage maybe to test at National level, with the consent of the committee. Any testing at Nationals, will lead to the driver going to the last position after qualifying ie if there are 20 drivers competing, after qualifying the testing driver will be deemed to be 20th. No testing driver will pick up any points for the series or receive any trophies.

- 23) If you intend to alter your car in any way that is not covered by the rules, you must check with the class scrutineer, for approval. We expect all drivers to use common sense when modifying cars and to enter into the spirit of the sport.
- 23) Rear tyres to be used by the F1 section must be Contact tyres only, 32sh, 35sh, 37sh, and 40sh all with coloured bands in them.

THE SECTION RESERVES THE RIGHT TO RETAIN A SPEED CONTROLLER AND MOTOR AFTER THE CONCLUSION OF A MEETING TO MEASURE ITS PERFORMANCE AGAINST THE ABOVE CRITERIA IN A CONTROLLED ENVIRONMENT. THE EQUIPMENT, OR IDENTICAL NEW REPLACEMENTS, WILL BE RETURNED TO THE COMPETITOR WITHIN 5 WORKING DAYS. SANCTIONS MAY BE TAKEN AGAINST A COMPETITOR AND/OR MANUFACTURER IF A CONTROLLER IS FOUND TO BE NON-COMPLIANT.

F1 PROCEDURAL RULES 2019

GENERAL RULES AND REGULATIONS

These General Rules cover all Classes & BRCA National & Open Meetings within the 1:12th Stock cars, except where indicated. They should also be read in conjunction with specific class rules.

GENERAL RULES

- 1) The Chairman and Secretary positions elected at the section's AGM shall be held for two years. These positions should be elected on alternate years.
- 2) Any competitor found to be in contravention of the rules and procedures will be disqualified from that meeting, be it at club or nationals events etc and will serve a suspension period deemed appropriate by the committee.
- 3) A Junior must be under the age of 16 at the start of the season and shall remain a junior for the entire season. The start of the season is defined by the date of the first 12th Stock car National.
- 4) The 1/12th Stock car National Season to run from February to November with a Minimum break between each national round of 4 weeks. Excluding the Worlds, Euros, Dutch/ British Open and Scottish National Weekends.
- 5) All national meetings and BRCA title meetings to be run to BRCA rules without exception.

GENERAL NATIONAL & OPEN RACE MEETING RULES

- 1) All National meetings will be arranged by the event organiser, bookings can be by form, email or text. Entry fee is payable by cheque, paypal or cash on the day. Entry fee to be £7 per junior and £10 per adult. £2 of the entry fee will go to the BRCA 1/12th F1 Section. BRCA cards must be shown at meeting sign on. All BRCA sanctioned events must have a agenda published at least one month before, Any driver who books for a National event and fails to attend without valid reason will be required to pay the host club the full entry fee before they can compete in any further national meetings. This agenda to cover such items as:
 - a) Venue, Date and approximate times of practice, heats and finals.
 - b) Contact names, phone numbers and addresses.
 - c) Closing date for entries.
 - d) Any special requirements of the venue, power points, lead acid batteries etc.
 - e) Details of available refreshments.
 - f) Notify if concourse evnet will be run.
 - g) Drivers must book in with full name, BRCA number and official race number.
- 2) Entries to be compiled via the club promoter or nominated club representative.
- 3) Drivers must supply 3 frequencies for each class entered , not 3 split between classes.

- 4) Lap scoring at all national meetings to be carried out by an approved automated lap counting program, on a reliable computer system approved by the committee.
- 5) A suitable audible signal will start each race.
- 6) The following officials must be present at each sanctioned event: Race Director, who must be present throughout the meeting. Chief Scrutineer, who will ensure that all cars meet the requirements of the rules. BRCA Steward, who has absolute authority at race meetings and is responsible for interpretations of the rules.
- 7) Health and Safety. These rules are mandatory and the meeting may not proceed until the BRCA steward is satisfied that these have been observed:
 - a) A first aid kit is to be made available for self-administration. This is to be held in an easily accessible area (at club official's discretion).
 - b) Fire extinguishers should be available at all venues.
 - c) Junior members aged 10 or 11 years of age will only be permitted to marshal if:
 - They wish to do so.
 - They use a marshalling stick.
 - They do not walk on the racing area whilst the race is in progress.
 - d) If drivers are to stand on a rostrum over 2 foot in height e.g. stage or platform then a suitable fixed front barrier is required and must meet the satisfaction of the safety officer or BRCA steward in attendance.
- 8) All open and national meetings shall be run on carpet. Minimum track width is 1 metre. Start lines must be clearly visible.
- 9) National venues to have minimum six power points available for competitor's use.
- 10) Lap scores may only be questioned by the driver involved. A parent or guardian can represent a junior member.
- 11) Drivers to marshal races as instructed, failure to comply will result in a 25 lap penalty from their total qualifying score.
- 12) Code of conduct Any misconduct by a driver or their pit crew may be penalized at any committee member's discretion. Drivers or pit crew who fail to observe the code of conduct will be disqualified from the meeting.
- 13) Drivers shall be responsible for the collection and fitting of the correct transponder in their car.
- 14) All competitors will drive from the designated position. Failure to comply will result in the loss of that race's score.
- 15) Any car losing a wheel or tyre during a race must be removed from the track and have it replaced. Failure to comply will result in immediate disqualification from that race.
- 16) Any repairs to vehicles must be affected off the track.
- 17) Once a race has started, the changing of cells is strictly forbidden.
- 18) Transmitters must be switched off whilst not racing. External battery packs for radio transmitters are not allowed. Voltage supply to the transmitter may not exceed the manufacturer's recommendations.
- 19) Protests must be in writing and must include a £10.00 fee. This fee is refunded if the protest is upheld. If a standard motor is protested and found to be legal then the value of the motor is reimbursed to its owner.
- 20) Only legal transmitter frequencies may be used and all equipment must conform to the current regulations.
- 21) All National meetings count towards the national Championship. A driver can drop their lowest national points scoring meeting. If a driver is to miss a national round that would count as their lowest national points scoring meeting.
- 22) There shall be a minimum of 10 minutes practice for each class being raced at the meeting. Practice shall be allocated either by Peg Board or by structured practice heats. The minimum time allowed between heats will be 3 minutes.
- 23) Trophies to be given out as soon as possible to allow people who have travelled a long way to start their journeys earlier.
- 24) Trophies will be awarded to 1st, 2nd & 3rd in the A final. At all meetings there shall be trophies for best blue, yellow & white roof grades and there will also be trophies for the top 3 juniors at every National, Open, Euros and Worlds meeting. Race promoters may award trophies for Concourse and any other awards as they see fit. Trophies must be of reasonable quality.
- 25) At all national meetings the cars will be scrutineered by the BRCA official scrutineer or deputy or official club scrutineer before each heat and before & after finals. A scrutineering box and gauge to be made available for all BRCA meetings.
- 26) If a motor is changed, the scrutineer must approve it. Failure to get the motor approved will result in loss of any results whilst using the new motor.
- 27) Any body-shells entered in the concourse event must be run for the duration of the event.

- 28) At the end of the meeting, all score sheets to be given to the BRCA points compiler who will check all results and be responsible for the distribution of the points tables.
- 29) The World Champion will have a gold roof, and may not be graded lower than Superstar for a four-year period after the title win. The National Senior Points Champion will have a silver roof, and cannot be graded lower than red for five years. The European Champion will have a red/yellow chequered roof and cannot be graded lower than red for two years. The British Open Champion will have a black/white chequered roof and cannot be graded lower than red for two years. The Ladies National Champion will have two 10mm pink stripes. The Junior World Champion will have a 10mm gold stripe. The Junior National Points Champion will have a 10mm silver stripe. The European Junior Champion will have a 10mm red/yellow stripe. The English Open winner shall have the flag of St. George on the roof. The Scottish Open winner will have the flag of St. Andrew on the roof. The Welsh Open winner shall have the flag of St. David on the roof. All open roof colours will only last for a twelve month period after the title win. All club champions or points champions shall have flashing lights or two gold stars and be recognised at national level. National grading will apply to all racers except those who have never raced at a national meeting before who will be allowed to start at their club grade. Only novices new to radio controlled racing may be graded as a white top roof. If a driver is a member of multiple clubs then their highest grade will apply at national level. A driver may not drop more than one grade through lack of attendance. A driver may not drop below yellow through lack of attendance.
- 30) There will be one Race Number list for 1/12th Stock cars. Drivers racing in the previous years' series shall be able to keep their previous Race Number, provided they have registered with the Number Secretary by 28th February of the following year. If not registered by this date, previously used numbers can be applied for. All unused numbers to be issued on a first come basis.
- 31) National dates are to be finalised by 1st March.
- 32) The world champion has the option to display the number 1 on their car for however long they hold the championship title.

STOCKCAR RACING RULES

- 1) Heats and finals to be of 5 minute duration, except in the case of a large entry when races may be reduced to 4 minutes duration. Heats must be shuffled each round and a

reasonable cross-section of roof grades must be present in each heat.

- 2) National meeting format, 5 minute races. 4 rounds with your best 3 rounds to count, commencing with white grades on the back straight opposite the start/finish line, then yellow a quarter lap down, blue grades a further quarter behind and so on, Top 7 go straight to the final, The next 9 cars go through to the consolation. The Top 2 from consolation race are promoted to make a 9 car final. Finals and consolations will start in qualifying order Minimum five, maximum nine cars in any one race. This applies at organizational stage only. A tie at any national meeting will be decided by the highest lap score of any round followed by the next highest etc., then if still a tie, it will be decided on split times of the highest lap
- 3) Stockcars will race anticlockwise on an oval track.
- 4) The 1/12th Stockcar Worlds will be run biannually opposite the European event. I.e. the Worlds Championships will run on odd years and the European Championships will be run on even years.
- 5) National points format 10 points for a heat win, 9 points for 2nd, 8 points for 3rd, etc....
Final winner will score 30 points, 2nd 28points, 3rd 26points, 4th 25points, 5th 24 points, 6th 23 points, 7th 22 points, 8th 21 points and 9th 20 points. The Remaining 7 Drivers from the consolation will be scored with additional heat points, 10, 9, 8 etc....

BRITISH OPEN MEETING RULES

- 1) Dates for the British Open need to be in by the end of March. The committee will decide on which club will hold the British Open if multiple entries are received.
- 2) Entry fee at the discretion of committee.
- 3) Entries to be compiled via the club promoter or nominated club representative.
- 4) British Open meeting format, 5 minute races. 4 rounds with your best 3 rounds to count, Top Qualifier straight to the final, The next 16 cars get split into 2 Semi's, top 4 cars from each Semi are promoted to the Final.
- 5) All Junior entries will be entered into the British Junior Final which will be ran after the Semi's.

EUROPEAN CHAMPIONSHIP MEETING RULES

- 1) The 1/12th Stock car European will be run biannually opposite the Stock car Worlds in all years ending with an even number.
- 2) The European Championships will be run over 2 days/weekend.

- 3) Dates/location for the European Championships need to be in by the end of March.
 - 4) Entry fee at the discretion of the promoter.
 - 5) Entries to be compiled via the promoter or nominated representative.
 - 6) Meeting format, 5 minuet races. Timed Practise on each day. 6 rounds, 3 rounds on Day 1 and 3 rounds on Day 2, best 3 rounds to count. The Top 16 cars get split into 2 Semi's, top 4 cars from each Semi are promoted to the Final.
 - 7) The loosing cars from each semi have a Last Chance Consolation Race, where the winner is promoted to the back of the grid in the final to make it a 9 car final.
 - 8) All Junior entries will be entered into the European Championship Junior Final which will be ran after the Semi's.
- 2) The World Championships will be run over 2 days/weekend.
 - 3) Dates/location for the World Championships need to be in by the end of March.
 - 4) Entry fee to at the discretion of the promoter.
 - 5) Entries to be compiled via the promoter or nominated representative.
 - 6) Meeting format, 5 minuet races. Timed Practise on each day. 6 rounds, 3 rounds on Day 1 and 3 rounds on Day 2, Best 3 rounds to count. The Top 32 cars get split into 4 quarters, The top 4 cars from each quarter are promoted to make 2, 8 car Semi's, top 4 cars from each Semi are promoted to the Final.
 - 7) The loosing cars from each semi have a Last Chance Consolation Race, where the winner is promoted to the back of the grid in the final to make it a 9 car final.
 - 8) All Junior entries will be entered into the World Championship Junior Final which will be ran after the Semi's.

WORLD CHAMPIONSHIP MEETING RULES

- 1) The 1/12th Stock car Worlds will be run biannually opposite the Stock car Euros in all years ending with a odd number.





12th F2 ELECTRIC STOCK CAR SECTION 2019

CONSTRUCTION & PROCEDURAL RULES



F2 CONSTRUCTION RULES 2019

- 1) Models to be a reasonable representation of a full size open wheel F2 Brisca stock car. F2 Stock car Body for all Championship meeting.
- 2) No car shall be constructed so as to be dangerous to persons or cause damage to competitor's cars, or to the track surface. No sharp or protruding objects are allowed on the cars.
- 3) Overall chassis length to be between 285mm and 310mm. Overall chassis width to be a maximum of 163mm.
- 4) Front and rear bumpers must be fitted, and have a contact surface between 9mm and 16mm. The maximum bumper height must not exceed 46mm (measured at the top of the bumper) and have a minimum height of 27mm (measured from the bottom of the bumper) All bumpers must be plugged and have no sharp edges and must be constructed from a non-metallic material.
- 5) Nerf bars must be fitted on the same level as the bumpers and attached to the chassis rails with a maximum contact surface of 12mm.
- 6) Over riders must be bolted to front and rear bumpers. The height from the top of the bumper to the top of the overrides must be between 19mm and 32mm at the front and must have a maximum of 19mm at the rear.
- 7) The baseplate can be constructed from alloy, glass fibre or carbon sheet, and must not have splits or cuts for suspension.
- 8) Rear suspension to be of the pod type, with a single pivot at the front and simple spring arrangement. No oil filled shock absorbers.
- 9) Independent front suspension can be used (a simple Spring arrangement) with no damping allowed. No oil filled shock absorbers. No beam axle and no alloy wishbones.
- 10) Ball raced Axles are allowed front and rear.
- 11) There is a minimum ground clearance of 3mm, this includes any protruding screws, 1mm clearance for spur gear.
- 12) Tyres must be foam or rubber, Tyre additives are not allowed.
- 13) Tyres must have a minimum 20mm and maximum 26mm width, and a maximum 60mm diameter.
- 14) The use of multiple speed transmissions (gearboxes) is not allowed, only 32dp pitch gears will be allowed. Limited slip devices and differentials of any kind are not allowed, solid rear axles only. Single nut fixing at either end are allowed only. No carbon axles allowed.
- 15) The cost of the rolling car (excluding all radio, batteries, Esc, and motor) must not exceed £125.00. In the case of scratch built cars the entrant must be prepared to produce replicas of the car if so required for a price of £125.00 or less.
- 16) MOTORS. Only one drive motor per car. Only Mardave G2 2010 motors or SATURN 20 to be used. These must remain unopened and unmodified.
- 17) BATTERIES. Cells to be sub-C sized, 4 cell, 4.8v Nominal. Any capacity is allowed.
- 18) Mechanical or Electronic Speed Controllers may be used. Maximum RRP of £85.
- 19) All cars must have reverse fitted and working at the start of the race.
- 20) Body and chassis must be securely joined at the start of a race and must remain on car during the race. When initially entered at a meeting the bodyshell must be neatly finished and complete.
- 21) Bodies and aerofoils must be made from ABS or polycarbonate, (LEXAN). Metal bodies or aerofoils are not allowed.
- 22) ABS Bodies must have all four windows cut out, LEXAN bodies can have their windows uncut but must be left clear.
The height of the body roof from the floor to be between 88mm and 126mm. Aerofoils if fitted must have no sharp edges and be mounted in a safe manner. The maximum size of the centre panel to be no more than 126mm-126mm, and the side panels 126mm-70mm.
- 23) The roof must be painted down to the waistline of the body with the driver's grading colour if an aerofoil is not fitted. If an aerofoil (roof fin) is fitted, this alone may be painted with the driver's grading colour.
- 24) Driver's national race number must be displayed on the exterior of the car. The drivers name must also be on the outside of the body.
- 25) Steel whip aeralis and rollover masts are not allowed.
- 26) If you intend to alter your car in any way that is not covered by the rules, you must check with the class scrutineer for approval. We expect all drivers to use common sense when modifying cars and to enter into the spirit of the sport.
- 27) Racing is in an anti-clockwise direction only.
- 28) Contact is allowed, though no follow ins, striking stranded cars or roof shots. Anyone seen to be deliberately doing any of the above will be asked to remove their car from the track.

- 29) Race ready cars to race on track must have a minimum weight of 1150 g, this will be measured before every race.

F2 PROCEDURAL RULES 2019

GENERAL RULES AND REGULATIONS

These General Rules cover all F2 Meetings. They should also be read in conjunction with specific construction rules.

GENERAL RULES

- 1) The Chairman and Secretary positions elected at the section's AGM shall be held for two years. These positions should be elected on alternate years.
- 2) Any competitor found to be in contravention of the rules and procedures will be disqualified from that meeting, be it at club or nationals events etc. and will serve a suspension period deemed appropriate by the committee.
- 4) A Junior must be under the age of 16 at the start of the season and shall remain a junior for the entire season. The start of the season is defined by the date of the first 12th Stock car National.
- 5) New race fee for Adults £10.00 Juniors £6.00.

GENERAL NATIONAL & OPEN RACE MEETING RULES

- 1) BRCA membership cards must be shown during booking in procedure. It is advised that any club holding a BRCA sanctioned event should include an agenda of the meeting with the entry form.
This agenda to cover such items as:
 - a) Venue, date, and approximate times of practice, heats and finish time.
 - b) Contact names, addresses and phone numbers.
 - c) Closing date for entries.
 - d) Any special requirements of the venue ; power points, lead acid batteries etc.
 - e) Details of available refreshments.
 - f) Entry forms must include a space for the driver's BRCA membership number & official BRCA race number.
- 2) Lap scoring at all national championship meetings to use an automated system with amb/mylaps/ mrt transponders, on a reliable computer system approved by the committee.
- 3) A suitable audible signal will start each race.
- 4) The following officials must be present at each sanctioned event: Race Director, who

must be present throughout the meeting. Chief Scrutineer, who will ensure that all cars meet the requirements of the rules. BRCA Steward, who has absolute authority at race meetings and is responsible for interpretations of the rules.

- 5) Health and Safety. These rules are mandatory and the meeting may not proceed until the BRCA steward is satisfied that these have been observed:
 - a) A first aid kit is to be made available for self-administration. This is to be held in an easily accessible area (at club official's discretion).
 - b) Fire extinguishers should be available at all venues.
 - c) Marshalling sticks must be provided.
 - d) If drivers are to stand on a rostrum over 2 foot in height e.g. stage or platform then a suitable fixed front barrier is required and must meet the satisfaction of the safety officer or BRCA steward in attendance.
- 6) All open and national meetings shall be run on carpet. Minimum track width is 1 metre. Start lines must be clearly visible.
- 7) National venues to have minimum six power points available for competitor's use.
- 8) Lap scores may only be questioned by the driver involved. A parent or guardian can represent a junior member.
- 9) Drivers to marshal races as instructed, failure to comply will result in a 25 lap penalty from their total qualifying score. Junior drivers do not have to marshal so long as a substitute marshal can replace them. Once cars have raced , they need to be placed into a park-ferme (as designated by race control) until marshaling duties are finished.
- 10) Code of conduct Any misconduct by a driver or their pit crew may be penalized at any committee member's discretion. Drivers or pit crew who fail to observe the code of conduct will be disqualified from the meeting.
- 11) Drivers shall be responsible for the collection and fitting of the correct transponder in their car.
- 12) All competitors will drive from the designated position. Failure to comply will result in the loss of that race's score.
- 13) Any car losing a wheel or tyre during a race must be removed from the track and have it replaced. Failure to comply will result in immediate disqualification from that race.
- 14) Any repairs to vehicles must be affected off the track.
- 15) Once a race has started, the changing of cells is strictly forbidden.

- 16) Transmitters must be switched off whilst not racing. External battery packs for radio transmitters are not allowed. Voltage supply to the transmitter may not exceed the manufacturer's recommendations.
 - 17) Protests must be in writing and must include a £10.00 fee. This fee is refunded if the protest is upheld. If a standard motor is protested and found to be legal then the value of the motor is reimbursed to its owner.
 - 18) Only legal transmitter frequencies may be used and all equipment must conform to the current regulations.
 - 19) Trophies to be given out as soon as possible to allow people who have travelled a long way to start their journeys earlier.
 - 20) At all national meetings the cars will be scrutineered by the BRCA official scrutineer or deputy or official club scrutineer before each heat and before & after finals. A scrutineering box and gauge to be made available for all BRCA meetings. Once cars are scrutineered they must stop on the scrutineers table (park-ferme) until 30 seconds before the race starts.
 - 21) If a motor is changed, the scrutineer must approve it. Failure to get the motor approved will result in loss of any results whilst using the new motor.
 - 22) At the end of the meeting, all score sheets to be given to the BRCA points compiler who will check all results and be responsible for the distribution of the points tables.
 - 23) In the event of an issue with lap counting (for more than one car) the race affected will be run again.
 - 24) Team Powers 2018 F2 Golden helmet Championship sponsored by Team Powers 4 Rounds will be added to the world championship qualifying rounds to make a speed weekend on a Saturday night/Sunday running team Powers stock brushed motors and 4.8v Nimh batteries with the finals to be run on World Finals Championship weekend in September.
- points from the event.
1st 100, 2nd 99 etc.... down to 8th place in the final. Then 9th place will be the person who finished 3rd in there semi (with the highest laps) 92, then 3rd in the other semi 91, then 4th in there semi (with the highest laps) 90, then 4th in there other semi 89 etc.... down to the lowest lap score in the semi, then 80 for the first none semi qualifier... down to the last racer, One extra point for top qualifier.
- 2) A Minimum five, maximum nine cars in any one race This applies at qualifying stage only. A tie at any meeting will be decided by the highest lap score of any round followed by the next highest etc., then if still a tie, it will be decided on split times of the highest lap.
 - 3) Stock cars will race anticlockwise on an oval track.
 - 4) Points for the meeting will be awarded as follows:
- 100 points for winner of final, dropping by one point for each driver down to last place, with one extra point for top Qualifier.
 - 5) Worse round score to be dropped when qualifying for the World Final with the Top 32 drivers from qualifying going into 4 quarter finals, top four from each quarter go through, leaving 16 finalists going into 2 semi-finals, top four from each semi-final leaving an 8 car final, if the existing world champion fails to make the top 32, they can start at the back of the grid in the final.
 - 6) Closed grids in all nationals, semis, grand nationals consolation and world series Not staggering like gt12s Grand National championship has 12 qualifiers.
 - 7) Over seas race- top 4 from race get a place in each of the 4 quarters for world final.
 - 8) Minimum of 3 rounds of qualifying to be done before a place can be gained in the world finals.
 - 9) Any part of the car may be substituted at a meeting except the bottom chassis without having it stamped by scrutineer. old one to be left in scrutineering until the end of the meeting.

F2 STOCKCAR RACING RULES

- 1) Meeting format, 5 minutes races, 4 rounds with your best 3 rounds to count, commencing with white grades on the back straight, opposite the start/finish line, then yellow a quarter lap down, blue grades a further quarter behind and so on. Top 2 go straight to the final, the next 16 cars go through to the two consolation races, the top 3 from each consolation race are promoted to make an 8 car final. Finals and consolations will start in qualifying order and will be of a 6 minute duration Awarding of

2019 F2 World Championship Series

2019 Team Powers UK Golden Helmet Championship

ROUND 1 WQ & ROUND 1 TPGH SPEEDWEEKEND JAN 5/6TH TTT RACEWAY

ROUND 2 JANUARY 27TH SMF RACEWAY

Round 3 February 10th Chelmsford Raceway

Motorsport @Peterborough Arena F1/F2 16/17th February

ROUND 4 MARCH 10TH HATHERN RACEWAY

ROUND 5 WQ & ROUND 2 TPGH APRIL 13/14TH SP/WEEKEND WORCESTER

ROUND 6 F2 WQ MAY 12TH HOT RACERS

ROUND 7 WQ & SCOTTISH OPEN SPEEDWEEKEND
COALTOWN RACEWAY 15TH & 16TH JUNE

ROUND 8 WQ & ROUND 3 TPGH JULY 6/7TH S/WEEKEND SLEAFORD RACEWAY

ROUND 9 JULY 28TH GUILDFORD RACEWAY

Round 4 Team Powers UK Golden Helmet Championship
TTT Raceway 21st Sept 2019

**ENGLISH CHAMPIONSHIP
SEPT 1ST 2019**

Booking in for all events
BRCA central booking
Please make sure you fill in all boxes

**World Championship
22nd September 2019**

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For all F2 drivers**

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Saturday Team Powers UK Golden Helmet Championship

Sunday World Qualifying Rounds

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