

8TH SCALE STOCK CARS SECTION



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BRCA
BRITISH RADIO CAR ASSOCIATION

2021 HANDBOOK

BRCA

BRITISH RADIO CAR ASSOCIATION

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*** 1/8th Stock Cars 2019 Section Conference ***

STEVE WEARING | STOCKCARS | 15 OCTOBER 2019



BRCA 1/8th Stock Cars
BRITISH RADIO CAR ASSOCIATION

Section Conference 2019

Don't forget 1/8th Stock Car racers our 2019 Annual Section Conference is a week on Saturday followed by the Main BRCA AGM on the Sunday please make every effort to attend.

STOCKCAR MENU

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NEW TO STOCK CARS?

guide for beginners

****1/8th Stock Cars 2019 Section Proposals****

8th Stock Cars 2019 Grading list P1

8th Stockcar First National Cancelled NDOR Club

Hello and welcome to the Stock Cars section.



INTRODUCTION

Where we race Radio controlled 1/8th scale models based on full size Brisca F1 Stock Cars.

Race meetings usually take place on Sundays where the bulk of the action is club based racing with points earned towards the National points championship and grading system which has differing roof aerofoil colours as a measure of success. During the year each club will hold a National series meeting and also two regional race meetings these are designated by geographical location Northern, Midland, and Southern. There are other Major championship events held every year on a rota basis, The British, English, and end of season Champion of Champions which all bring intense competition between the drivers with a title up for grabs. The World and European championships are the ultimate challenge and are shared between an English club and one of the clubs running in Holland, the winner of the World Championship is allowed to use the coveted Gold roof aerofoil.

Our cars are made from a welded steel chassis with on board electric controls and powered by 3.5cc nitro fuelled engines, which deliver power to the rear wheels via a belt driven single beam axle. Flat steel bumpers are welded to the front and rear of each car so drivers can use contact during races in order to move the opposition out of the way. Plastic body shells are shaped and painted to resemble the full size formula and attached on top of the chassis.

Stock car tracks are oval in shape and around 30-40 meters in length. The racing surface is tarmac and surrounded by steel plate barriers, with an infield in the middle also surrounded by steel plate barriers to stop cars travelling across the track and into oncoming cars against the anti-clock wise racing direction. All tracks have electronic lap counting facilities and cars race with on board transponders.

Steve Wearing

BRCA 1/8th Stock Cars Section, Secretary



The 2020 race season was badly affected by the Coronavirus pandemic and all Major, National and Regional race meetings were cancelled, despite this, all 5 affiliated clubs managed to run a number of limited club race meetings from around June, it was quite a challenge to operate under the Covid-19 restrictions but testament to the organisers and racers these meetings were enjoyable and proved very popular.

At the time of production of this handbook the UK is still in the grips of the Coronavirus crisis and under lockdown conditions so racing in 2021 is an unknown situation, there are early signs of the lockdown measures being slowly eased from March onwards so hopefully with the go ahead from the BRCA Executives we may be able to get back to racing 1/8th Stock Cars around our ovals at some stage. The 2021 Race meeting calendar contained in the handbook is provisional and its very likely to need adjusting if we are allowed to run our normal type of schedule especially the earlier dates. We may even have to cancel all Major, National and Regional meetings again this year if they can't be run in a fair and satisfactory manner. Please check with the hosting club before travelling to any Stock Cars Section event this year, All the contact details are in this handbook. Hope to see you racing soon.

How To Use This Handbook

This booklet is aimed at competitors or officials for the Stock Cars 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 is 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...

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Alex Montague



1/8th Stock Cars are a radio controlled model car section of the BRCA. This section of model car racing is the oldest form of radio controlled oval racing, having been around since 1973. Based on the full size BriSCA F1 formula, the section follows the same rules as closely as possible, with car specifications closely scrutinised, colour coded/driver graded race starts and the encouraged use of legal contact ensure it remains one of the most exciting and competitive forms of RC racing around.



Cars are put together by drivers using a steel chassis frame, RC steering & throttle servos and nitro fuelled single cylinder 3.5cc engines provide the power, which is delivered to the rear wheels by a belt driven single beam axle.

There are clubs spread across the UK and Holland, where all tracks have purpose built racing facilities with computerised lap scoring systems which work with transponders fixed to the cars. Tracks are oval in shape with an infield and outer steel plate barriers, surfaces are tarmac and typically range from 30-40 meters in length.

Meetings follow a similar format to the full size formula, whereby drivers take part in heats with the aim of qualifying for the meeting final. A consolation race is held as a "last ditch" effort to gain a place in the final and any drivers that don't make it through to the final or consolation can compete in a Grand National race.

During regular meetings drivers race in 4 heats consisting of up to 6 cars, with each heat lasting 4 minutes. After this "heats round" the top 4 drivers with the highest scores (based on their top 3 best heats) qualify straight through to the meeting final. The next top 6 drivers battle it out in a 4 minute consolation race, where the top 2 win places in the 5 minute final. Some clubs run a Grand National race for the next 6 drivers who finish outside the original top 10 from the heats.

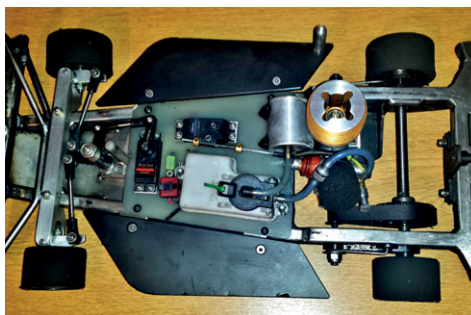
The difference between a 1/8th meeting format and full size is that in 1/8th's, your heat scores are based on how many laps you complete during the race and not your position at the end of the race (however this rule does not apply to the knockout rounds of a championship meeting, see next paragraph).

Championship meetings are where things get tougher with the addition of knockout rounds. Drivers compete in heats as per the club meetings, however the top 24 drivers then get seeded into quarter-finals. The top 3 from each quarter final then get sorted into semi-finals, where again the top 3 from each race qualify for the championship final. Grand Nationals are not contested at championship meetings.

Much like other oval racing formulas, 1/8th stock car drivers are given a grade which reflects their ability. A driver's grade is based on their positions during races; each position is awarded a certain amount of points leaving a driver with an overall points haul per meeting. The season is split into three grade periods, with drivers going up or down the grading table at the end of each period. Grades are displayed by the colour of a driver's car roof/wing: white for the lowest point scorers, then yellow, then blue, then red and finally superstar. Special roof colours are awarded to drivers who win championship titles.

Drivers can also win titles at club and regional level, as well as trophies being presented at the end of the each season for things such as grade awards (best blue never red, for example).

In short, 1/8th stock cars are an extremely fun and affordable alternative to BriSCA F1 where anyone can be competitive and challenge for titles, or a perfect hobby for those simply wanting to have a good time at the weekend!



Stock cars are one of the earliest forms of radio controlled cars and their simplicity allows for a lot of home built input.

They are quite different to other forms of RC cars as commercially available kits are not as readily available from model shops or the internet.

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, aero foils, wheels and tyres are all available to buy from the trackside vendors who are the backbone of this sport.

Some of the more standard parts such as batteries, engines, fuel tanks, air filters and the radio control components such as the 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 available that the expert race winners are using.

Some of the vendors providing this service are:-

<p>PD Racing Spares Paul Dexter 07791 493284 based at Radio Stock Cars Leicester</p>	<p>Time 2 Race Micky Betts 07828 661871 based at SOMCC, Hastings</p>	<p>M.M.R.D Bob Mitchell 01903 507211 based at Adur, Shoreham by sea</p>
<p>46 Oval Spares Simon Farrer 07968 621022 based at Notts and Derby</p>	<p>DBR Fabrications Dick Batty 07966 387562 based at NORA, Keighley</p>	<p>Contact Racing Tyres Ben Harding 07967 529093</p>

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 :-

Stock Cars Section

www.brca.org

Facebook - 1/8th Stock Cars

www.facebook.com/pages/18th-Stock-Cars/105929749565061





Facebook

8th Stock Car For Sale/wanted










Grading Period 1

MARCH




7th	SOMCC	
14th	RSCL, Adur, Notts	
21st	SOMCC	
28th	Adur, Notts, RSCL	



APRIL

4th	Northern Round 1	Nora	
4th	Southern Round 1	SOMCC	
9th		RSCL	
11th	Midland Round 1	Notts	
11th	Southern Round 2	Adur	
18th		Notts, RSCL	
25th		SOMCC	

MAY

2nd		Nora, RSCL, SOMCC	
9th	National Round 1	Adur	
16th		RSCL, Notts, SOMCC	

Grading Period 2



MAY

23rd	National Rnd 2 / Northern Rnd 2	Nora	
30th	WEMSA European Championship	Lobith NL (Opt 1)	
30th		Notts, RSCL, Nora	

JUNE

6th	WEMSA European Championship	Lobith NL (Opt 2)	
6th		Adur	
11th		RSCL	
13th		Notts, SOMCC	
20th	Midland Round 2	RSCL	
20th		Nora	
27th	British Championship	SOMCC	

JULY








4th		Notts, Nora, RSCL	
11th	Dutch Open	Rosmalen NL (tbc)	
11th		SOMCC	
16th		RSCL	
18th	National Rnd 3 / Midland Rnd 3	Notts	
25th	English Championship	Notts, RSCL, Adur	

AUGUST

1st	English Championship	Nora	
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Grading Period 3




AUGUST

6th		RSCL	
8th	Southern Round 3	Adur	
8th		Notts	
15th	National Rnd 4 / Midland Rnd 4	RSCL	
22nd	Northern Round 3	Nora	
22nd		Notts, Adur	
29th		SOMCC, RSCL	

SEPTEMBER

5th	WEMSA World Championship	Notts	
12th		Adur, RSCL	
17th		RSCL	
19th	Northern Round 4	Nora	
19th		Notts, SOMCC	
26th		Notts, RSCL, Adur	

OCTOBER

3rd	National Rnd 5 / Southern Rnd 4	SOMCC	
10th		SOMCC, RSCL, Nora	
17th		Adur, Notts	

End of National Grading

*denotes meetings that will not count towards National or grading points.

OCTOBER

24th	Champion of Champions	Adur*	
31st	Section AGM (TBC)		
31st	BRCA AGM		

NOVEMBER

7th	Adur*	
14th	SOMCC	

DECEMBER

27th	RSCL*	
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NOTE:

To date (1st. Jan.); we do not know when current travel restrictions due to Covid-19 will be eased to allow a calendar to be finalised. Above are giving intended dates that can be used, although it is possible that early events may not be allowed to take place. The Section will make 'final' decisions of what can be achieved early March or at the earliest opportunity in line with government guidelines. Reserve date(s), if quoted, would only be used in the unlikely event of a rescheduled meeting being required. For up to date information, see the website: www.brca.org



1/8th Stock Car Spares



Contact Paul on 07791493284

*Or visit us at R.S.C.L. at the Lakeside Raceway
Stoney Stanton on Race Days*

ADUR

Model Car Club



Address

Adur Recreation Ground
Shoreham by Sea
West Sussex BN43 5LT

Website

adurrc.org



Contact

Ricky Slater 07881 633906
rickyslater26@hotmail.com

Camping

Available both Friday and Saturday night with a £5 donation to the club charity.



Pitting

Enclosed grassed pitting area with a large area for camping, gazebo and tables and additional pitting. Compressor for car cleaning. Porta loos on site. Public toilet block 5 minutes walk.

Catering

A burger van will be present on both days. McDonalds 5 minute drive away with pubs and restaurants 10 minutes walk away.



Facebook

visit us on Facebook

Address

Burnham Sports
& Social Club
Halls Lane
Newthorpe
Nottinghamshire
NG16 2DE

Contact

David Pace
07803 788118
ndmr8th@gmail.com

Mark Whittaker
07920 485615
mrcwitt@btinternet.com



Pitting

Large car park, covered pit area. Compressor for car cleaning. Toilets situated adjacent to track located in the Birnams Sports Club.



Camping

On site usually available for major meeting - check with club.

Catering

On site catering hot food snacks and drinks.

Address

Southern Oval Model Car Club
Pebsham Recreation Ground
Bexhill Road
St Leonards on Sea
East Sussex
TN38 8AR



Contact

Andy Mitchell
07493 887428
ampuk31@gmail.com

Mick Betts / Colin Packman
07828 661871
nikkibetts22@hotmail.co.uk

Facebook

Southern Oval Model Car Club



Pitting

Large car park. Covered pit area. Compressor for car cleaning.

Camping

Some Limited on site usually available for major meeting - Check with club.

Catering

On site catering hot food snacks and drinks.





Address

Marley Activities &
Coaching Centre
St George Sports Field
Marland Road
Keighley
Bradford
BD21 4DB

Facebook

Northern Oval Racing
Affiliation

Contact

Dick Batty
07966 387562
dbrfabrications@gmail.com



Pitting

Ample grassed car park and covered pit area. Compressor for car cleaning. Toilets located onsite in the Marley activities and coaching centre.

Camping

Local accommodation available - check with club for recommended places to stay.

Catering

Retail park 5 mins away with the usual fast food outlets.

Address

Radio Stock Cars
Leicester
Lakeside Raceway
Stanton Lakes
Broughton Rd
Stoney Stanton
Leicester, LE9 4JA

Website

www.rscl.info



Contact

Mick Goodhall
01455 284485
mickgoodhall5@gmail.com

Pitting

Large car park, Covered pit area.
Compressor for car cleaning.



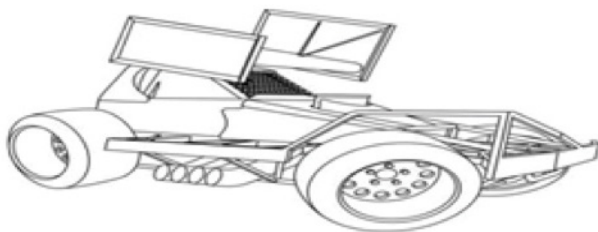
Camping

On site usually available for major meeting - Check with club.

Catering

Hot drinks making facilities.
Catering arranged by the club for the bigger meetings. Stanton Lakes restaurant on site (Independent to RSCL). Local Pub food 1mile away.

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Email :- ttracing@btinternet.com

STOCK CARS CONSTRUCTION & PROCEDURAL RULES



BRCA
BRITISH RADIO CAR ASSOCIATION

Construction

1. Models are to be 1/8 scale and a reasonable representation of a BRISCA Formula One or Spedeworth V8 Stock Car. (Note, reasonable representation means bodyshell must have NO wheel covers and must not extend over the side bumpers)
2. Overall length to be between 450mm and 410mm.
3. Overall width to be between 240mm and 210mm
4. Wheelbase to be any length providing the wheels are kept within the confines of the chassis.
5. Front and rear bumpers must be fitted with a contact surface of between 12mm and 16mm (or imperial equivalent). Distance between the underside of the bumper and the ground to be between 30mm and 45mm
6. Over riders must be fitted to both front and rear bumpers. Front to be between 45mm and 25mm high. Rear to be 25mm maximum.
7. Main chassis rails, bumpers and over riders to be constructed of mild steel. All chassis rails and bumper ends to be capped/plugged and have no sharp edges.
8. Nerf bars (side bumpers) must be fitted. They can be constructed of any material and must be between 6mm and 12mm thick and have a continuous contact surface a minimum of 100mm long. They may project beyond the outer edges of the wheels but must still be within the maximum width (Rule 3).
9. Any type/make of tyre may be used with a maximum diameter of 82.5mm and a maximum width of 35mm. The diameter to be measured at the centre of the tread.
10. The height of the body, measured from the ground to it's highest point, to be a minimum of 133mm (5 1/4") excluding any aerofoil.
11. Aerofoils, if fitted, must be made from plastic and have no sharp edges and must not extend beyond the outer edges of the wheels, this to be a static check. The maximum width and length of the centre panel to be 170mm. The upright fin to be a maximum height of 150mm measured from the centre panel.
12. Maximum weight 4.0kg. Minimum weight 3.5kg. Weight to be taken as ready to race with a full tank of fuel. A concession of 4.2kg maximum will be made for wet conditions. The decision of what constitutes wet conditions will rest with the committee of the host club.
13. Maximum engine capacity is 3.5cc (0.214ci). The centreline of the engine's cylinder must be to the right hand side of the car (when viewed from the rear).
14. Any 3.5cc engine may be used with any carburettor combination. No engines over 3.5cc are allowed.
15. All engines must be silenced to the satisfaction of the meeting organisers but must be below 80db at 10m or 95db at 1m high and 1m from the track side.
16. All exhaust systems must be contained within the bodyshell except for the outlet pipe. All outlet pipes must point downwards towards the track surface.
17. No chain driven cars may compete.
18. The power source of all cars at a race meeting will be by I/C engine only
19. Brakes may be fitted. For the purpose of BRCA General Rule 4, the positive means of stopping is the track barrier.
20. External rollbars are not permitted for racing.
21. Any part of the car may be substituted at a meeting EXCEPT the chassis.
22. Cars are limited to front wheel steering and rear wheel drive via a solid, non-flexible rear axle. Any type of bearings may be used on both front and rear axles but differentials/limited slip devices and one way bearings are strictly forbidden. Any style of front axle may be used.
23. No tyre additives may be used.
24. Cars must be fitted with a one or two piece bodyshell of plastic or glass fibre recognisable as being in line with Rule 1. The bodyshell must be firmly fixed to the chassis for racing irrespective of the number of pieces.
25. All cars will drive through a single gear/single belt configuration. Gearboxes/multi drive units are prohibited.
26. The driver's name and race number must be visible from the right hand side (when viewed from the rear) of the car. Nicknames and abbreviations are allowed. The race number is to be a minimum of 19mm (3/4") high.
27. The driver's grade must be reflected by the colour of their roof wing. If a roof wing is not used the cab of the body must be painted with their grade colour down to the body's waistline.
28. Engine protectors may be fitted but must have NO sharp edges. The practice of using bolts with the head uppermost is strictly prohibited.
29. Should any construction rule be changed at an AGM that rule cannot be changed again for at least the next 3 seasons.
30. Prototype cars may be used at BRCA sanctioned meeting. They must be registered with the section scrutineer and must still comply with rules 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 23, 24, 26 & 27.
31. The holders of titles should display the following indicators on the roof/wing of their car.
 World Champion - Gold Roof
 European Champion - Red & Yellow
 Chequered Roof

- National Points Champion - Silver Roof
 - National Series Champion - Two 12mm wide Silver Stripes
 - British Champion - Black & White Chequered Roof
 - English Champion - St George's Cross
 - Champion of Champions - One 12mm Silver Stripe
 - Regional Champions - One 12mm Black Stripe
32. Holders of the junior versions of the titles are required to display the

same indicators and include the word "Junior" alongside the symbol.

33. Only the holders of these titles are permitted to carry the above symbols. Any driver not holding one of the aforementioned titles but displaying these symbols will be required to remove it before being allowed to race.
34. Scrutineering must be performed on all of the above prior to every Major, National or Regional meeting by the host club. The Regional reps should assist the club scrutineer should there be any issues.

Procedural

1. Recognised Clubs

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

2. Safety

- 2.1 Each club shall have a 1st aid kit available for self-administration.
- 2.1.1 Each club shall have a suitable fire extinguisher available close to the pit area.
- 2.2 No work of any kind shall be performed on a car within 1m of the track where feasibly possible. 2.3 No repair work shall be carried out to a car on the infield or racing surface of the track.
- 2.4 Drivers must only use the designated pit area to 'pit' in and no driver shall be allowed to set up any equipment adjacent to the track. If necessary, 'dangerous' area should be roped off.
- 2.5 Cars must not be thrown when marshalling.

- 2.6 In the event of a marshal falling in the track, race control must stop the race immediately. Drivers should also stop their car immediately and not wait for a stop signal from race control.
- 2.7 Any driver under the age of 14, over 60 or registered disabled shall not be eligible to marshal. It is however their responsibility to provide a replacement. Any driver not providing a replacement will incur a penalty. Marshalls are required to wear a Hi-Viz jacket if provided.
- 2.8 Only BRCA members are permitted within the track/pit area. Signs should be posted around the track to identify restricted areas.
- 2.8.1 Prospective members may be allowed inside these areas only if accompanied by a club or section official. 2.9 Spectators should only be allowed in designated areas behind suitable catch fencing.
- 2.10 All club members must take action should they see a member of the public straying into a dangerous or prohibited area.
- 2.11 Smoking is only allowed in designated areas. (BRCA General Rule 9) Anyone breaking this rule will be disqualified and asked to leave the meeting.

3. Track Barrier

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

4. Drivers & Cars

- 4.1 No driver shall be eligible to compete in and BRCA meeting unless -
- i) Their car conforms to the current Oval Section construction rules.
 - ii) They are in possession of a valid BRCA membership card.
 - iii) They are in possession of a recognised

- Oval Section club membership card.
- iv) They are in possession of a valid Oval Section race number card.
 - v) They are a member of a recognised national body in their country of residence. These cards can be required for inspection by race control at any meeting.
- 4.3 Race number 1 is reserved for use by the world champion. His or her own race number will be held until the end of their reign.
 - 4.4 Race number renewals become due on January 1st each year at a cost of £10 for seniors, £5 for juniors, over 60s and non-racing members. Half price is levied for anyone joining or renewing after June 30th.
 - 4.5 A driver's entitlement to a particular race number will be surrendered if they fail to renew for a period of one year.
 - 4.6 Eligible race numbers are 1 to 999. No 4 digit or prefix numbers are allowed. EG 1000 or 007
- ## 5. Series Meeting Formats
- 5.1 The National Series will comprise 1 round per recognised club that wishes to participate (procedures rule 1.2) each season, with a driver's lowest score to be discarded. At each meeting a final will be run for both the top 6 qualifiers (in line with rules 5.5 and 5.7) and the top 6 juniors (under 16 at 1st March each year). The junior final will only be run if there are a minimum of 3 juniors present. Trophies will be awarded to at least the 6 competitors of the main meeting final.
 - 5.1.1 Each Regional Series will comprise 4 meetings to be shared between all recognised clubs within their Region. A driver's best 3 results from the 4 rounds will count towards their Series total.
 - 5.2 Only clubs recognised by the Oval Section are eligible to host meetings of any kind.
 - 5.3 The venues, dates and start times for Major, National and Regional meetings will be allocated on a rotation basis by the section committee. Each region will have at least 2 national meeting per year.
 - 5.5 All drivers will have 4 qualifying heats with their best 3 scores to count towards their qualifying total. In the event that there are more than 54 entrants, the race organisers can, at their discretion, reduce qualifying to 3 rounds with the best 2 to count.
 - 5.5.1 In the event of there being tied qualifying scores, the higher 'throwaway' score will decide the final positions. If still tied, the split time (if recorded) will be used. If still tied and both drivers would qualify, then a coin toss will decide the final order. If only 1 would qualify then a 15 lap race off will take place.
 - 5.6 The heats should be 'shuffled' at least once during a meeting and a 'lunch' break taken after 2 rounds.
 - 5.7 All Major, National and Regional meetings (Except the Champion of Champions) will be run as rule 5.5 ending with the top 2 qualifiers progressing direct to the meeting final, with the next 12 moving to 2 semi-finals. The top 2 from these will make up the 6 car final. The following criteria are to be applied to decide the make-up of the semi-finals. If there are more than 36 drivers entered then a Quarters, Semis and Final format will apply.
 - 5.8 The seeding of any quarter finals and semi-finals will be by the 'snake' method by qualifying score or laps scored.
 - 5.9 The losing quarter/ semi-finalists will marshal for the subsequent finals. 5.10 The 3 Major meetings will take place on set dates each year.

The British Open will be held on the last Sunday in June or the first Sunday in July with the English Open on the last Sunday in July or the first Sunday in August. The Champion of Champions will be held on the last but one Sunday in October. Junior (under 16 at 1st March) finals will also be run at these meetings (provided 3 or more juniors are entered). If there are more than 6 entered then the top 6 from the qualifying heats will make up the finalists. If less than 3 the title will be awarded to the highest placed junior from the qualifying heats. Trophies are to be awarded to ALL finalists in both categories.
 - 5.11 The Champion of Champions will run a Quarters, Semis, Final format with no direct qualifiers. The "snake" method will be used to decide the make-up of these races. The heats for this meeting are "seeded" and fixed for the whole of qualifying. The seeding's are taken from the final National Points table for the season with the last heat of each round being made up of the 6 highest placed entrants from that list, the penultimate heat of the next 6 and so on.
 - 5.11.2 The number of drivers in each heat may be adjusted to take account of the number of entrants with the exception of the last which must always have 6 drivers at the start of the meeting.
 - 5.12 Race day organisation and preparation for all meetings will be the responsibility of the host club including - heats order, lap scoring, the organisation of marshalling, scrutineering and practice sessions, the availability of pit space and frequency pegs and any repairs to the track, track barrier and safety fencing that may be required.
 - 5.12.1 The BRCA reps will mediate in any disputes. At no time should a driver take a complaint to race control. 5.12.2 No drivers will be substituted into a quarter, semi or final in place of drivers who have left the meeting.

5.12.3 Any driver wishing to leave the meeting before all races are complete must gain the permission of a BRCA representative.

6. Tie Breakers

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

7. Race Fees

Entry fees to Major/ Series meetings will be set at the Section AGM each year. This will include a section levy of £1 per entrant.

All meetings will be open to all section members with entries being taken only on the day of the event. Current Fee is £10 per entrant (£5 for juniors / senior citizens).

Entry fees to club meetings will be entirely the responsibility of each individual club.

8. Penalties

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

9. Series Points Scoring

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

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

Semi-Final laps will be the tie breaker for places outside the final. Whichever driver has the higher number of laps when finishing 4th in the semi-finals will be awarded 7th place and 94 pts, the second highest is placed 8th with 93 pts and so on down. No points will be awarded for FTD

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

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

10. Trophies

Trophies are to be awarded to ALL finalists in both senior and junior categories at the 3 majors (British, English and C of C).

These are to be provided by the host club.

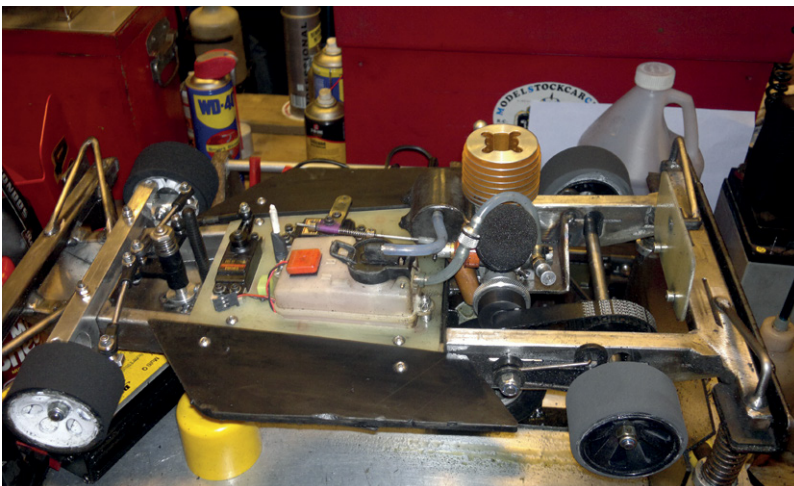
Trophies will also be awarded at the Section agm for the following.

1st, 2nd and 3rd for the National Points (junior and senior), the National Series (junior and senior) and the 3 Regional Series'

Plus 1st place for the 3 Regional Series' junior champions (to be reviewed should sufficient junior drivers take part).

These are to be provided by the section.

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



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STOCK CARS RACE RULES & NATIONAL GRADING



BRCA
BRITISH RADIO CAR ASSOCIATION

Race Rules

1. All races will be run in an anti-clockwise direction with a maximum of 6 cars.
 2. All races will be hand held start
 3. All races will start with cars in grade order.
 4. Race starts should be made as follows. (Where possible over a P.A. system).
 - i) The marshals will be called by name.
 - ii) The drivers will be called by name and a clock started for a minimum 2 minute "warm up" period.
 - iii) Drivers should be given an audible warning at 2 minutes, 1 minute and 20 seconds.
 - iv) All cars should be driven to their "starter" at the 20 second warning and be held ready for the race start.
 - v) All races will start with a siren/hooter and a green light.
 - vi) All races will stop with a siren/hooter and a red light.
 5. Once a race has started, stalled or repaired cars may be returned to the track at the discretion of the race director provided no other cars are obstructed/ impeded.
 6. Should the bodyshell or silencer of any car become detached during a race it must be removed from the track and repaired before it can continue racing. If the driver concerned continues racing no laps will be counted.
 7. Once the 2 minute warning is given and the clock started, it is recommended that no race should be halted unless race direction deems it necessary. The race should be re-started from the 2 minute signal once all competitors indicate they are ready.
 8. All qualifying races (heats) should be comprised of, where possible, an even mix of grades/abilities and be of 4 minutes duration.
- ### 9. Qualifying
- 9.1 All meetings will have 4 qualifying rounds with a driver's best 3 scores being totalled to give a qualifying score.
 - 9.2 At club rounds the top 4 qualifiers must move into the meeting final with the next 6 drivers going into a 4 minute consolation. The top 2 drivers from the consolation must then be added to the original top 4 qualifiers to make up a 5 minute final with 6 cars.
 - 9.3 All driving during practice and racing must be done from the rostrum. Drivers failing to adhere to this rule will incur a penalty.
- ### 10. Radio Frequencies
- 10.1 Only UK legal frequencies will be permitted.
 - 10.2 Drivers must only switch on their radio after the 2 minute warning is called for their particular race and must switch off again as soon as possible after their race ends.
 - 10.2.1 During practice, drivers using crystal controlled frequencies must only switch their radio on if they are in possession of the appropriate frequency peg.
 - 10.2.1.1 The host club will be responsible for providing a full range of frequency pegs to control practice sessions.
 - 10.2.3 As a courtesy all drivers should have a peg with their name on to place on the "pegboard" in place of the frequency peg so that other drivers are aware of who has each frequency peg.
 - 10.3 No races will be stopped for radio interference. Once the race is over a frequency check will be done. If another competitor is found responsible an average score will be given and frequencies changed
 - 10.4 Should drivers on the same frequency qualify for the same race, the driver with the lower qualifying total will be required to change crystal.
 11. It is a driver's responsibility to ensure the transponder is firmly fixed within their car.
 - 11.1 Race control is responsible for checking that all transponders are working prior to the race start (i.e. during the warm up period) and continue to function during the race.
 - 11.2 Incorrect Score Challenges.
 - 11.2.1 If it is found that the transponder was not fitted by the driver then a zero score will be given, 11.2.2 If the transponder is found to be at fault, an average of the drivers other scores will be given.
 - 11.3 If race control is made aware of a transponder being knocked clear of a car during a race they may use a manual count to complete the race or, at their discretion, apply rule 11.2.2
 - 11.4 - Video evidence, if available, may be used in the event of incorrect scores. It's validity to be decided by the host club's committee.
 - 11.5 Once a race has started, if it has to be abandoned for any reason, any driver who has not completed at least one lap of the original running will not be permitted to enter the re-run.
 - 11.6 At all club rounds, regional rounds, national rounds, British Open, English Open and Champion of Champions race control must provide a handwritten or printed list of drivers' heat scores and their total qualifying score. The list is to be accessible at race control and/or in the pits. The list will be displayed during the lunch break and an updated list will be displayed after the last round has been run.

12. Practice Sessions

- 12.1 All driving during practice sessions will be done from the drivers rostrum
12.2 There will be a maximum of 6 cars on track at any time.
12.3 At all meetings above 'club' level, there should be a minimum of 2 hours

practice available before the racing and practice allowed during the lunchbreak.

- 12.4 At 'club' meetings, the duration of practice sessions is at the discretion of each club as is any practice allowed during the meeting.

National Grading

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

1. GENERAL

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

- 3.2 Drivers can only be downgraded by one grade per period. Eg, a red in period one can't drop to yellow in period two, they will drop to blue.
3.3 Drivers can be upgraded according to their position in the table. Eg, a white in period one can be red in period two.
3.4 Once a driver has been graded at blue or higher, they cannot be graded below yellow.
3.5 Any driver who has had a break from racing of at least one full season will return at one grade less than when they retired. Eg, a blue will return as yellow.
3.6 Drivers joining the section from another oval formula will be graded at one grade lower than their grade in the other formula. Eg, a red in 1/12th stock cars will be blue in 1/8th until the end of that grade period at which point they will be the grade that reflects their position in the table, in-line with rules 3.2, 3.3, 3.4 and 3.5.

2. GRADING PERIODS

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

4. GRADE PROTECTION

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

3. GRADES

- 3.1 Number of drivers in each grade
Superstars: 12 plus ties
Reds: 12 plus ties
Blues: 15 plus ties
Yellows: 18 plus ties
Whites: all remaining drivers
Protected grade status will only be activated if the driver falls below their protected grade

5. ROOF COLOURS

- 5.1 If an aerofoil is used then only this will have to be the colour of the driver's grade.
5.2 If no aerofoil is used then the roof of the cab section of the body will have to be the colour of the driver's grade, painted to at least half way down the cab from the top.
5.3 It is the driver's responsibility to change their roof/aerofoil colour as soon as possible following the end of a grade period, or at least in time

- for the second meeting of the grade period that has just commenced.
- 5.4 Superstar grade drivers will have a red roof /aerofoil with a white or silver star(s).
 - 5.5 Red grade drivers will have a red roof /aerofoil.
 - 5.6 Blue grade drivers will have a blue roof / aerofoil.
 - 5.7 Yellow grade drivers will have a yellow roof /aerofoil.
 - 5.8 White grade drivers will have a white roof aerofoil.

POINT SCORING

If a meeting only has 3 qualifying heats then all three count towards grading.

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

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

GENERAL NOTES

1. Qualifying heats should have an even split of grades where possible.
2. Each club must send their meeting results to the Grading Officer within one week of the event.
3. Drivers will be notified of the grades via publication of the National Grading table on the BRCA website and approved social media platforms. This will be done within one week of the grade period ending.

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

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

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