

MEMBERS HANDBOOK



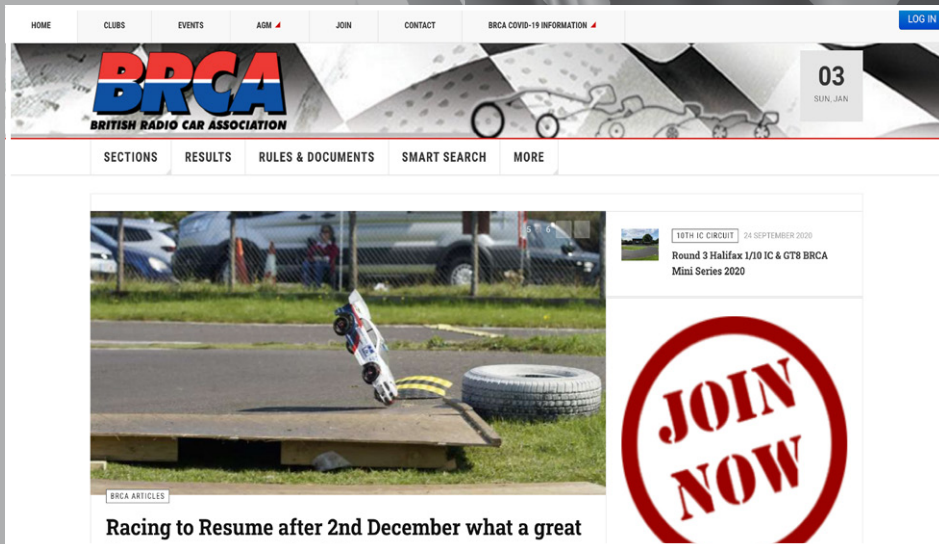
www.BRCA.org

BRCA
BRITISH RADIO CAR ASSOCIATION

2021 HANDBOOK



To keep up to date with what's going on in the world of Radio Control Cars visit the BRCA main website at www.brca.org



Welcome to our handbook for the 2021 season.

2020 has been a very unusual year to say the least, we had a spectacular start to the winter, some amazing racing and some amazing events and then it all went wrong when the pandemic arrived. Since then we've seen some amazing work carried out by amazing people putting their sport in front of everything else to simply keep it running.

The BRCA is here to help you enjoy your racing at clubs, regionals and nationals which I hope we can all enjoy more of in 2021. Within the handbook there is enough information for novices and experts alike to gain the most from our world of model motorsport.

What do we do?

We race radio-controlled model racing cars, trucks and bikes - this isn't as simple as it might seem! There are over 50 different classes ranging from small electric powered ones that do about 30mph through to cars powered by 3.5cc internal combustion engines that do over 80mph, and even those with 35cc engines.

Racing caters for people from all backgrounds and doesn't discriminate on sex, age, or disability. Radio-controlled model motorsport provides a challenging sporting environment where your skill to drive and build the cars can be tested against other like-minded competitors.

Where do we do it?

The short answer is everywhere. It's quite likely that there's a club near where you live. The best method of finding your local club is by contacting your local model shops, go to www.brca.org and the club listing, or search on the internet for RC car clubs. These sources can open up a whole new dimension in fun model motorsport.

Who are we?

The BRCA (British Radio Car Association) are the governing body of the radio-controlled model motorsport within Great Britain. We have over 7,250 members who on any day of the week will be racing at one of the many model vehicle clubs around the country.

The association represents 12 Sections with over 50 classes of racing covering, indoor and outdoor racing, Oval, Circuit and Off Road for model motorsport vehicles that range from those that fit in your hands to those whose weight is just shy of 20Kg's so we are sure we can find a class that suits you and your budget.

Learn at home, race at your local club then Rise to the challenge & become a BRCA Champion!

Darren Newton

BRCA, Chairman



How To Use This Handbook

There are very few rules in it - the rules that apply to you for the majority of your racing are the Association General Rules on page 41. Those General Rules, in conjunction with your local club rules, form the backbone of the sport and you need to read and ensure you understand them.

This Handbook is designed to give you the very basics of what you need to know to safely enjoy our sport, it is the tip of a very large iceberg.

You will find an introduction to some of the classes raced, but by no means all - the ones listed in this book are the classes currently raced at National meetings, there will be lots of other classes raced locally. Just because a class isn't listed in here doesn't mean we don't recognise that it exists and is great racing, just that a group of racers - just like you - haven't got together and organised a series of nationwide events for it.

How rules are applied

The Association General Rules contained in this book apply to us all at most of the race meetings we go to - it will clearly say if it doesn't!

Section / Class rules apply at National meetings and other events organised by a section committee as they see fit.

Section / Class rules do not apply at Clubs - unless a club chooses to apply them, in that case it is entirely the clubs choice, either way.

Important note

The Association General Rules are designed to ensure we all stay safe, both literally and legally. They may appear unusual in some areas and some statements may appear to be 'stating the obvious' too.

But . . .

They are written like this to ensure our insurance policy, procedures and rules conform to the Law of the Land - make sure you have read them as they DO apply to you.

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The BRCA Handbook is published annually and supplied to all current members and affiliated clubs of the association.

The BRCA's consent must be obtained before any part of this publication may be reproduced in any form whatsoever, including photocopyers and information retrieval systems.

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Fellows of the Association

The BRCA honours members who have made an invaluable contribution to life within the Association by making them Fellows of the Association.

Jeff Lindstrom	Muriel Russell	Bob Harley	Chris Hardisty
Maureen Smith	George Land	Mike Chilvers	Janet Hill
Paul Pagdin	Kieth Plested	Jacquie Rowcliffe	Brian Harris †
John Robinson	Eric White	Mick Hill †	Ted Longshaw †
Bob Errington	Dennis Jones	Richard Stitson	Tom Martin †

Vacant Positions

Editor • Events Officer

Welsh Rep • Northern Ireland Rep

Please contact the BRCA secretary if interested in any of the roles

Thinking of starting a club?

Running a club already?

Want some help and advice on how a club should be run?

Then get the new BRCA Club Manual. Produced by those who run clubs for those who run clubs, and it's available free!

The BRCA Club Manual is available as a free download from the BRCA website (www.brca.org) in PDF format together with an appendix on safety signs as an Excel spreadsheet! This is to ensure that formats are easily accessible by all, also assuming that you may need to modify safety signs to suit your particular requirements. To read a PDF file you will need Adobe Acrobat Reader, this is a freely available download off the Internet if you haven't already got it (www.adobe.co.uk)

Please bear in mind that this document isn't designed to teach you how to suck eggs, there is a considerable amount included that you hopefully already know. It would be surprise if there weren't something new to everybody, certainly many of us have learnt a lot from researching some of the topics.

It's a sad reflection of our times that this sort of thing is even necessary but we are seeing an increasing trend towards the 'sue now ask questions later' mentality and it's important that you understand exactly what you're taking on and how to ensure you protect yourself if it goes wrong.

You will read about activities being cancelled because people 'don't want the responsibility'.

This isn't anything new and certainly isn't anything to worry about. Remember we're doing nothing different to anybody who went before us, it's just that the world is more aware of what that actually entails.

Take your time to read the Manual, or certainly the relevant bits to you, and send some feedback.

It's down to us all to ensure our sport progresses and your bit of info and help could save somebody else time, money or having the accident or systems failure you did.

The document is intended to be updated, and news of these will be on the BRCA website.

Jim Spencer

BRCA, Treasurer/Club Manual Editor



How it All Works . . .

In this article we will try to give you an insight on how the association is structured, what's available, who to ask, and how problems are dealt with. It's often heard 'The BRCA do nothing for me'. This can normally be translated into two areas - I don't know what the BRCA does for me and - I don't know how to get the BRCA to do something for me.

The first point to remember is that there isn't any great big organisation anywhere pulling the strings. We don't have plush offices, company cars or expense accounts. We do have a collection of unpaid volunteers who give up their time to ensure that our sport continues to grow and be run in as co-ordinated a manner as possible for us all to enjoy.

Making it Works For You

This is really simple, all you need to know is who to contact about what. Outlined below is the information you need. Firstly ask yourself a question - is my problem directly to do with the class of car I'm racing or planning to race? If the answer to that question is a 'Yes' then start your request for information with the Section Secretary that deals with your class. If the answers 'No' then read down the list of officials in the handbook and aim your question at the one whose tasks seem closest to your problem, if its not them they will know who to ask.

The Committee Structure

The association is constructed around 2 distinct committee structures.

Section Committees

These deal with the running of the national competitions and the managing of all the rules for the class they represent. E.g. the 1/10 Electric Circuit Committee run the national championships for that class and manage the sectional annual general meeting where YOU, as a BRCA member, propose and vote on both the rules, and the people you want to manage them for you.

If you have a question about a particular class of racing the best course of action is to find the Section Secretary for your class and give them a call or send them an email. It is section officials who deal with all aspects of the racing conducted within that section. If you have a question, complaint or wish to appeal against a decision, you must start with the Section Secretary, and the matter will be discussed at their next committee meeting. If they feel unable to deal with it or you are not satisfied with their response then it can be referred to the Executive Committee to deal with.

The BRCA Executive Committee

The executive committee is made up of 2 people from each section (normally the section Chairman & Secretary) plus the people outlined below. The Executive Committee meets regularly during the year to discuss how the Association business is progressing, what we need to do for the future of our sport, how each of the sections are progressing and to discuss anything they would like assistance with.

The Chairman, Darren Newton

Darren will deal with any query that one of the other committee members hasn't been able to deal with or has referred to him; don't start here unless you feel the issue is very complicated or very delicate.

The Vice Chairman, John Russell

John is essentially the Chairman's right hand man; his role is to assist the chairman as necessary, so he will be delegating tasks to himself and lots of other Exec Committee members.

Secretary, Chris Jeffery

Chris is the person to whom all correspondence, other than membership information, should be sent. If you have an item for discussion at an Executive meeting send it here. Address: 52, Garibaldi Road, Forest Town, Mansfield NG19 0JX.

Treasurer, Jim Spencer

Jim deals with all aspects of the association's financial arrangements, the administration of the insurance, relationships with the RACMSA and the sports council. If you have questions about these issues speak to Jim.

Public Relations And Club Liaison Officer, Alan Leighton

The Association's public relations (PR) activities are co-ordinated by Alan. Alan represents the sport at several shows a year and ensures that the sport is represented in the best way possible. If you want some help promoting the sport locally, ask him. Alan is also our Club Liaison Officer, dealing with the queries from clubs and visiting them up and down the country. The query could be any subject that doesn't obviously fall under the roles above, from help with access to financial grant information through to problems with a member's behaviour and anything in-between.

Membership Officer, Mark Christopher

Mark is our membership officer and processes the hundreds of contacts the BRCA receives through the Contact page on the website (www.brca.org/contact) and routes it through to the person most able to provide a reply. Using the contact system is the best way to find an answer to a question or membership enquiry, and Mark knows his way round all the people in the BRCA to get you an answer if he cannot answer it himself!

Acting Editor, Darren Worth

Darren posts to the BRCA website and puts together the BRCA Handbook and the Section Handbooks. If you have something to tell the RC world through our website, or have found an error in our publications or website, get in touch with Darren.

Chief Timekeeper, Darren Worth

Darren oversees the timekeeping for all the major international race meetings the association organises (IFMAR & EFRA events) and was previously the section chairman of the Large Scale Off Road section and its section race director, and timekeeper. Got a query about the details of timekeeping? Ask Darren.

Electric Board / Secretary, Paul Worsley

The Electric board is a sub committee organised to ensure parity of equipment between the electric racing classes, check out their published lists of homologated equipment on www.brca.org or contact Paul with any queries the lists don't clarify.

Safeguarding Officer, Mark Trinder

If there is anything that you are unsure about with regards to safeguarding issues, information and guidelines for you from relevant authorities, Mark is here to ensure that all members, young and old, club, regional or National, are catered for.

Acting Events Officer, Chris Jeffery

Chris works with the section committee's to ensure their events are on the association calendar and the online entry system (where applicable) he'll also assist clubs to advertise their regional and special events too.

Doing your Bit!

Remember that the BRCA is only a collection of volunteers all doing their bit to ensure our sport continues to grow and develop, you should be proud of the fact that this collection of people are recognised as running one of the most respected RC Car Associations world-wide. However the most important point is this - all Officials are just ordinary racers who give their time for the sport they love, they are no different from anyone else, and all members should consider what they are putting back in to the sport. You should all help out in some way, at some level. It doesn't matter if it's putting the track out at the club or organising a world championship as in January 2020, your contribution is as important as any of the other people involved in OUR sport.

Ask, Don't Guess!

One of the wonders of the internet age is the speed with which information can now be transmitted; this is great if the information is accurate and a major problem when all too often it isn't. No official in any section minds the phone call or email asking 'Can you clarify...?' That sort of call can save hours of frustration all round, so if you're not sure (especially if it's something you intend to circulate) please use our contact system www.brca.org/contact - if the person you ask doesn't know they will know someone who does!

Changing a Rule

First bit is a simple statement - The BRCA doesn't create rules. The Section Committees don't create rules. The Membership creates the rules and the Officials you vote in enforce them. Any one of us (you, your club mates, an official - any of us) can change or create a rule. Or more accurately we can 'propose' a rule or rule change. This is done annually at the Annual General Meeting (AGM) for each racing Section. If, when your proposed change is raised at the AGM, the majority of those present agree with you (after the matter has been explained and quite possibly discussed - even possibly amended) then a changed or new rule goes in the book - it's as simple as that.

But

You need to know how to make that process work, so here goes:

Firstly; discuss it with other racers at your club, especially those that might have been to a few other clubs or raced in other classes. They may well come up with an observation that's of benefit, or let your idea get kicked around on one of the discussion forums on the internet. Secondly; is this something that you only need to change to suit your club?

All too often a discussion comes up about a club class and 'the BRCA rules say...' gets quoted. A couple of pointers here - the BRCA General Rules are the only ones that MUST be adhered to at your club. If you want to modify or even create a set of rules for the classes of cars your club wants to race that's perfectly fine - after all that's exactly where most new classes come from.

So if you've got this far, you have a new rule proposal to make, you've not been shot down in flames by your club mates, and it's something that needs changing for the class nationally or the sport as a whole. To make this change this is what you need to do.

If it's a change to the Constitution or the General Rules write to the BRCA Secretary. Write your change down clearly, noting the existing rule number (if applicable) and stating your membership number and have it 'seconded' by another member who also wants to see the change happen.

If it's a change to the rules for your class, (or for the Electric Board) it's exactly the same procedure but write to the Section Secretary for your class or the Electric Board Secretary.

Try and get to the AGM, all too often good ideas get buried because the proposer isn't at the meeting to explain and discuss their idea.

Don't leave any of the above until the last minute, proposals need to be received well before the AGM, at least a month for the Main Association Rules, and you'll need to check with Section Secretaries when they want to receive rule proposals by.

The Treasurer of the BRCA is responsible for the administration of the public liability insurance for our membership. He is quite regularly asked details about why it's necessary, what it covers, and why its becoming a really important area of today's society and how it effects YOU. The most important point is what it is for: Public Liability insurance covers the individual or club against claims made against them for injuries or other damage caused to members of the public i.e. any other racer (who at that moment isn't involved in the race), a spectator, or other bystander or property belonging to them.

It is a sad fact of modern living that an 'accident' is no more, they just don't happen any more, we now have 'incidents' and 'incidents' are always somebody's fault. You might think this is to allow solicitors to make a living, and for people to think about ever more amazing ways to get 'compensation'. Nearly every day we see adverts on the television for specialist legal firms offering a 'no win no fee' service for compensation claims and for injuries received. These 'experts' are the people you end up dealing with when things go wrong.

Is it Really Necessary?

Well, that depends on your outlook doesn't it?

Insurance is only necessary when you need to use it. However, there are about 15,000 racers in the UK, plus countless thousands just using RC cars for fun. We deal with about 4 cases in an average year for the BRCA membership of some 8,000, so the odds are about 2,000 to one that you will be involved in accident in the next twelve months that results in an insurance claim.

Pretty low, but if you have a go on the lottery that's 14,000,000 to one!

A race director / club chairman will insist that you produce your membership card, or prove that your insurance is valid, before he lets you race. Can you imagine the problems for him if he allowed someone without insurance to compete and injury to a member of the public or another racer happened?

Remember, it is their responsibility to ensure that they and the club and all the racers present are insured and all protected from personal liability - they are not being awkward they are being very sensible indeed. Respect it - or race somewhere else or not at all. If the sport ever became uninsurable then there wouldn't be any racing as nobody (in their right mind anyway) would be willing to put the events on or run a club for it.

The Cover is:

Public Liability Insurance of £10,000,000.

That includes: Cover for use: anywhere at any time in the UK.

Cover as an organiser as well as a competitor.

Cover for organisers no matter where or when the event is held in the UK.

Always:

Use your car in a responsible manner. Never use it somewhere the Law (or local Bylaws) don't allow - the street being the normal one seen. If in doubt as to the suitability of a site, go with your doubts and go somewhere else.

How it Affects Who: The Fun User

You may be thinking 'I don't race therefore I have no problem'; please think again.

RULE #1

Model car
racing
is fun

RULE #2

Fun does
not mean
irresponsible

Tracks have to have a barrier / fence so the cars are restrained from getting to the public and visa versa, driving one in the park has no safety features. There is nothing to stop the car if you get interference to your RC equipment and there is nothing to stop the people who haven't seen or heard what you are doing getting the way. This is probably why there are more accidents involving relatively slow, but quiet, electric cars than the fast, but noisy, internal combustion (gas) cars. In this kind of situation it is always the responsibility of the user - you are directly responsible for your, and your car's actions.

The Club Racer

Most claims result from club meetings. They are normally of the type where somebody's car has left the track and injured, in a relatively minor way, another racer or some equipment or some part of the event hardware (rostrums / staging etc.) has failed. The injured person or venue owner then claims for loss of pay or repair costs and any inconvenience.

See the bit about club chairmen to see how and where the responsibility lies, but don't forget that YOU the racer is where the initial claim will start. Just because someone else is organising things doesn't mean that you are not responsible for your own actions.

The National Racer

Claims resulting from Nationals are generally an exaggerated version of the club types. The accidents tend to be faster and more severe for two reasons; the cars are travelling faster and there is normally an enhanced safety fence / safety procedure which the accident has managed to overcome. However there are proportionally less claims, probably because the safety systems manage to contain 90% of the problem. Again the ultimate responsibility is the race organiser/ BRCA Steward, but as with the club racer the individual is always responsible for their actions.

The Race Director / Club Chairman

This is where the buck stops. At all meetings other than Nationals where the rules state 'BRCA Steward' all claims will involve the Club Chairman or the Race Director. In the event of any claim this person will be involved, as he is the person deemed to be liable for the safety of the event and the persons taking part in it. (This is the same in any other sport or public event). The race director must be satisfied that everyone is in a safe environment and that additional hazards are not allowed to be created i.e. Closing a track / stopping a race if a track repair is urgently required. However most of the time, the race directors / club Chairman's role is just to confirm the basic facts about the accident, to collaborate the claim and to confirm any other issues that may have had a bearing on its outcome.

Big Meetings - Nationals & Above

The buck here rests securely with the 'BRCA Steward' that is the highest ranking committee member present. It is their responsibility to ensure that all 'reasonable precautions' are taken to ensure the racer's and the public's safety. If they have any doubt they will halt the meeting until the problem has been resolved. Again the potential problems are just increased from the club situation with the added questions that large numbers of the public can cause.

Marshalling

At all the above meetings (apart from the fun user of course), marshalling is an accepted part of our sport. We race and then we marshal is the built in ethos, though of course ability and age are sometimes taken into consideration.

It is also accepted that racing tracks, of all sizes, are dangerous places to be. However somebody will determine a safe place to marshal from (it may be self determined at a club or by an official at a National - it doesn't matter) while you

are at your marshal post/point the insurance cover applies. But when YOU decide to leave that post and retrieve a car then do be aware that YOU have made that decision - it's then your responsibility to keep yourself safe.

You cannot blame and therefore claim off yourself, when you get it wrong. If you read nothing else in the Handbook, read the General Rules on page 41.

Race Equipment (Batteries, Motors etc.)

There is only ONE BRCA rule regarding equipment that is applicable to the insurance cover. General Rule 13, Vehicle Scope - The BRCA will not recognise a model vehicle as being suitable for radio control that is more than any of these measurements; 1 meter long, 20kg in weight or a maximum of 35cc engine capacity.

That's It.

All too often we get emails / phone calls - sometimes from quite experienced people - asking (for example) "will the use of XYZ non homologated batteries invalidate the insurance"? Nope. Homologation lists are for Nationals and Sanctioned Events use. A club can choose to run to them if it so wishes, but that's up to them, but either way round they have no effect on the insurance cover what-so-ever at any level of event, including the nationals too - failing scrutineering wouldn't invalidate your cover for example. Anybody tells you different point them at this document or ask them to check.

Getting this Cover

If you're reading this as a BRCA member you already have it, if not then read on:

You may already have it anyway, if you have public liability insurance for anything else it may possibly cover you, but please check as most of the time it will not, and ensure you mention 'Radio Controlled Cars' and not just 'Model Cars' as there is a huge difference to the insurer!

It may come with the building your club hires; if it does it probably only covers the racers whilst in the building. Sounds daft we know, but the club members concerned need to know they have no cover when using their vehicles elsewhere.

Insure the club. This works fine and most high street brokers can arrange this. Ensure that the club members are covered as individuals (see points above) and be careful if it appears cheap.

One local club found out in the worst way that their cover was as a 'model car club'; i.e. for building plastic kits and not for 'Racing Radio Controlled Model Cars'.

Join the BRCA as an individual, or by joining an Affiliated club, or by Affiliating your club. We are not insurance experts but our brokers are! You are now insured to use / race your vehicle anywhere in the UK.

Club Affiliation

To be sure that a Club is protected in the event of an accident at the club, Clubs should register with the Association and insists that everybody who races, officiates and helps run the meetings is an Association Member. The method that they do this is down to them. The club may insist that everybody joins individually through www.brca.org, or the club may do the administration for their members - either is fine.

Contact the Club Liaison Officer (clubliaison@brca.org) for more information or if you have any questions.

The reason for doing this is that the club officials are then sure that they are protected in the event of an accident at the club that results in an insurance claim. (See the other Insurance notes for further details).

Insurance is a spectacularly boring part of our exciting sport, but it is vital to its continued success, and it isn't a subject that is going to go away. At some point you will either be involved or see something that will make you realise its worth, just ensure that you realise how worthwhile it is AFTER you have it.

Public Liability Insurance Insured:

1. The Committee, all permanent & temporary members of the British Radio Car Association each of whom is separately insured.
2. The cover includes the use of all classes of radio controlled cars & motorbikes anywhere in the UK and whilst temporarily abroad in Europe. (the host club should provide cover).
3. Member-to-member liability is included for both personal injury & property damage, but excludes damage to models, radio gear & ancillary modelling equipment.
4. Demonstrations & displays sanctioned by the BRCA or Committees of affiliated clubs will be automatically covered. (Demonstrations at school fetes or for charity work etc.)
5. Potential new members to clubs are covered for up to 6 weeks (three meetings) in any one year without additional premium.
6. An indemnity is given to leased premises including land & property owners & to Local Authorities. (Covers damage to buildings and or ground hired by the BRCA. Most public buildings, however, will have their own insurance cover, which will be part of the hire contract.)

Policy Details Insurers:	China Taiping Insurance (UK) Co Ltd
Limited Policy Number:	UDOA/LEH/6040683
Period of Insurance:	One year
Limits of Indemnity:	Public Liability £10,000,000
Territorial Limits:	UK, Northern Ireland, Channel Islands, Isle of Man
Policy Excess:	£500 Third Party Property Damage

**SHOULD YOU HAVE ANY QUERIES REGARDING INSURANCE
PLEASE CONTACT THE BRCA TREASURER - JIM SPENCER ON**

01270 842043 OR 07976 623772



The BRCA Electric Board (EB) was formed at the end of 2000. Within the BRCA there are different Sections that use the same electric items, which prior to the forming of the EB had to comply with varying rules within the Sections. The prime objective of the EB is to formulate a common set of rules, specifications and fix maximum prices for the BRCA Electric Sections where they choose to use such items. Officers of the EB also liaise with the major International organisations within our sport, in an effort to achieve common rules and specifications that apply to International events.

The EB committee comprises of members from each of the Electric Sections that support EB procedures. This way, any proposed changes to rules are evaluated to ensure that the changes do not have a detrimental effect on any particular Electric Section. This is the only area of the BRCA that doesn't take proposals from individual members.

The EB supports the Sections so all proposals come from those Sections when required. This process ensures that the BRCA Electric Board provides these Sections with essential areas of support for their drivers, by having common rules and procedures.

The EB committee has regular contact with distributors and manufacturers to research any changes to products and also to investigate the possible impact of new technology. Our contact base spreads worldwide to gain the knowledge we require.

We have common rules for the technical specifications of motors and batteries through the EB's close co-ordination with other International Associations. As a result of many years of this work, often led by the BRCA EB, we have the same technical rules in the BRCA, EFRA and IFMAR.

British drivers entering International events can usually use the same equipment purchased for BRCA events. Whilst the approval procedures for the International Associations are similar to BRCA procedures, the dates of approval may differ and manufacturers may not submit all of their products to all Associations for approval. That leaves some exceptions, so you must check with the Rules and Approval lists for any International event entered.

The EB, through testing and knowledge, recommends certain ways to maintain and improve safety. Members must check the EB and General Rules to ensure they comply with these areas. This is for the safety of our members and those around them when using

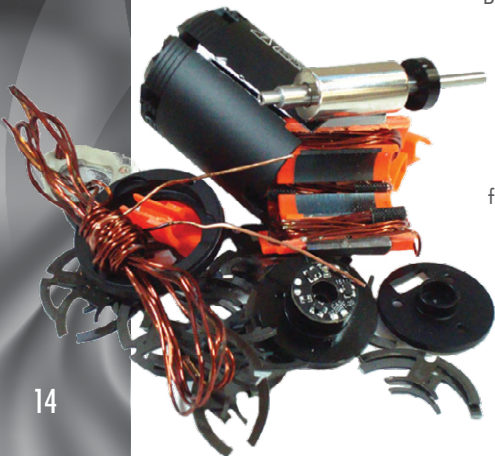
The BRCA Electric Board will be known by the acronym of EB

Secretary & Eligibility Officer for Motors & Batteries:

Paul Worsley
ebsecretary@brca.org

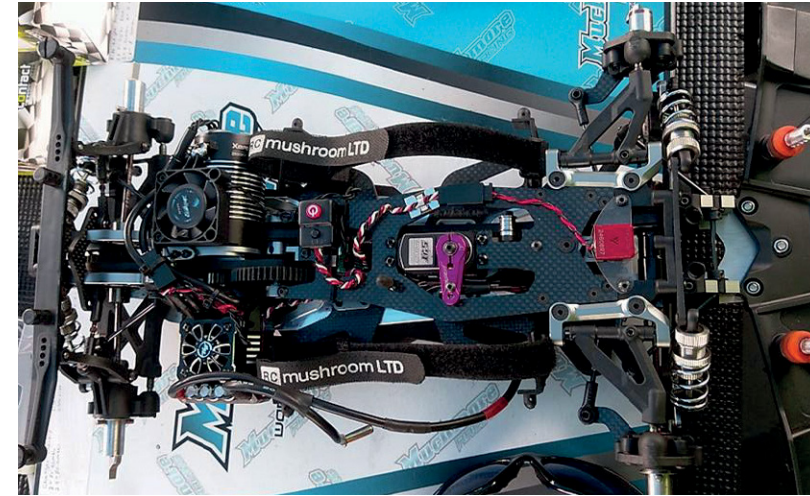
Eligibility Officer for Electronic Speed Controllers with Zero Timing:

David Gale
ebeligibility@brca.org



their RC vehicles. Most importantly, all LiPo batteries must be contained in a safety sack or suitable container during both charging and any discharging procedures (other than when being used in a race) and the charge rate should not exceed 1C (charge at no more than the stated capacity on the battery).

All motors, batteries and speed controllers have some form of rules controlling how they are designed and made that apply to National and International competitions. The EB checks new products against these rules. Conforming products are added to lists called 'Approved Lists'. Drivers at BRCA sanctioned events – Nationals and Regionals typically – may only use the products on the 'Approved Lists' and the driver may not modify them; approved-list products must be used as sold and as described on the Approved List.



Approved Lists - Updates.

Batteries:

The Approved lists are updated twice a year (see the EB Rules for details of this).

For Sections whose National series' are run in the summer months, the battery list is updated in December to become effective the following 1st. April.

For Sections racing in the winter months, the list is updated in July to become effective on 1st. September.

Motors:

Motor lists can be updated on a monthly basis during the year, whenever a new motor is accepted by the EB. Motor lists will only be updated and published once each month on the first Monday of the month. This ensures all competitors have time to evaluate prior to an event.

Speed controllers:

To be used in the zero-timing or 'blinky' classes. The approved list can be updated on a monthly basis during the year, whenever a new product passes the software checks. Publication of any updates will be once each month on the first Monday of the month.

Paul Worsley

BRCA, Electric Board Secretary

What frequencies are available?

The frequency bands available for the use of radio controlled model cars are shown below together with the maximum effective radiated power output of the transmitter measured in milliwatts.

Frequency	Use	Effective Radiated Power
26.96 to 27.28 MHz	General	100mW (max)
40.66 to 41.00 MHz	Surface	100mW (max)
2.4 GHz Spread spectrum	Surface	100mW (max)

27MHz

The 26/27 MHz band is also allocated for other low power telemetry and telecommand devices as well as model control. The 27 MHz Band was one of the first two radio control band approved in the U.K. It is shared with several other users, including C.B. Radio. Because of possible interference from other users, it is not recommended for aircraft or other models where interruption of control of the model is likely to be a safety hazard.

40MHz

The 40 MHz band is solely dedicated to surface modelling. It consists of 38 channels with a 10 kHz channel spacing, the centre frequency of the first channel being 40.665 MHz. The last channel has the centre frequency of 40.995 MHz. All crystals must use the 10kHz spacing and end with 5. The centre frequencies are 40.665, 40.675, 40.685 and so until 40.995.

2.4GHz

The 2.4 GHz spread spectrum is a 'shared' band where the transmitter and receiver negotiate an exclusive channel for the duration of the transmission. This band is also open for by other equipment such as WiFi.

These are the 3 main bands that we use in racing. Please check out the UKRCC at www.ukrcc.org

For licensing and further reading go to: stakeholders.ofcom.org.uk/spectrum/information/licence-exempt-radio-use/licence-exempt-devices/ofw311

Although there are other frequencies available they are not supported by major manufacturers and their use is difficult to police. The use of any other frequency is specifically not allowed for the control of model cars operating within the rules of the BRCA. Any modifications to transmitter and/or receivers is strictly not allowed. External power supplies to the transmitter are specifically not allowed.

Recommendations

The use of 27 MHz band outdoors on the larger scale (1/8 and 1/5) cars with IC engines is not recommended unless a fail-safe device can be fitted. It is preferable that all cars use PCM type receivers with the fail-safe operable and set correctly. All elements of the radio equipment be purchased from and maintained by reputable suppliers that are capable of providing some form of certification that the equipment is designed for the use you will be putting it to. At race meetings a channel separation of 20 kHz is preferable. Transmitters should only be switched on when on the rostrum. Crystals are easily damaged and should be tested or replaced at regular intervals. Storage and transport of the equipment should be considered, 50 miles loose in the boot of the car does more damage than falling off a pit table!

NATIONAL RACING SECTIONS

The following pages contain information about our racing classes.

Each Section's Construction and Racing rules are available on the BRCA website at www.brca.org - click on the section heading and select the class you are interested in. All these Rules are created and voted in by the Section members, for our current National Championship Series. These classes have changed over the years and continue to evolve, through input from the current competitors.

Always remember that every class listed at some point started as a few racers at one club creating something new, by generating interest in their new idea it grew over time until what you see here exists. The class you are racing at your club may well be that new idea that one day will become the class that thousands of people are racing IF you make sure that your good idea get circulated.

If you find something that works make sure you let the rest of the racing community know.





Hi, welcome to 1/8th scale On Road car racing, the 'formula One', of model car racing.

Model cars come in many different shapes and sizes but with acceleration times of 0 to 60 miles per hour in less than two seconds, and top speeds in excess of 75 mph is it any wonder that 1/8th nitro powered radio controlled model cars are considered the be top of all radio controlled model car racing. Racing 1/8th circuit radio controlled gas cars will add a whole new meaning to your understanding of the word excitement.

Once you have driven a 1/8th car and experienced its awesome power, and stunning cornering speed, you'll never be satisfied with driving anything else. Your 1/8th scale

I.C. powered four-wheel drive car can be built from one of the many available kits now on the market. Powered by a racing 3.5cc two stroke engine capable of delivering over two brake horsepower, and revving at approximately 6000 times per second you are just minutes away from the most mind-blowing experience in model car racing.

and now with an Electric Class

Using similar chassis to their nitro counterparts, the 1/8E class has really taken off over the last few seasons with many people coming across from other classes and seeing this as a great opportunity to race 1/8 Circuit, without needing a pit person to refuel the car. It uses batteries up to a maximum of 4S, with a brushless motor and speed controller combination.

All cars have front and rear independent suspension controlled by fully adjustable shock absorbers and springs. In addition you'll have disc brakes and automatically two speed shifting transmissions. All this topped with a sports car style bodyshell painted to your own colour scheme and designed for you to get the best from your car both mechanically and aerodynamically.

1/8th racing is a great activity and hobby for all the family to participate in, and as well as racing as individuals, many father and son, boyfriend and girlfriend teams compete in racing events. Once you've got used to the thrill of driving your own car around one of the purpose designed scale circuits located from the West Country to Yorkshire you'll be able to compete in your first event.

Following a practice session you'll have tuned your car and IC engine for maximum performance.

With your engine running you head for the drivers rostrum, whilst your pitman puts your car on the track for one of your qualifying races.

Having qualified for a final you wait on the drivers



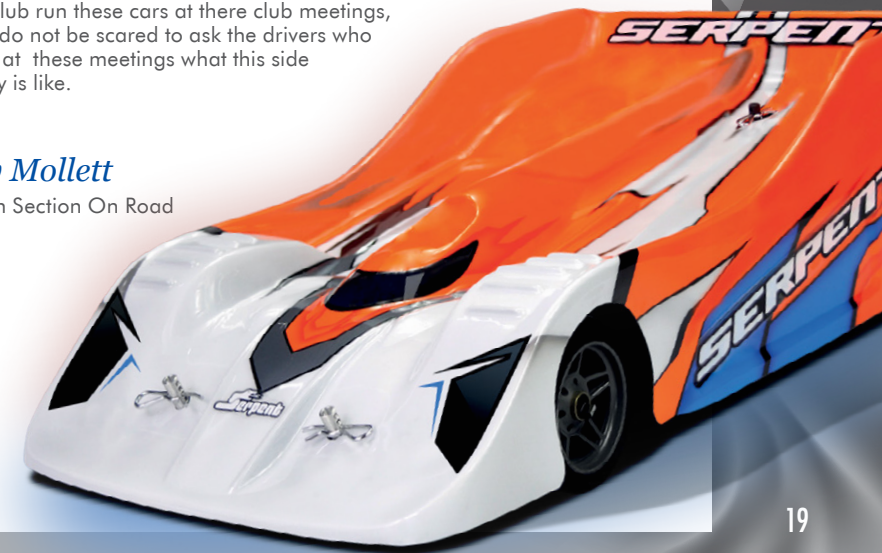
*Well, could you handle it?
If the answers yes, then come 1/8th I.C. racing!*

The National series for 2021 is run over eight rounds and as previously mentioned tracks are situated from the West Country, Mendip all the way up to Yorkshire, Halifax, with these tracks being designed for fast straight line speed to technical turns. In addition to the eight race series we have now introduced a GP, this meeting is run over two days, free practice on the Saturday morning which gives you the chance to tune your car for the Saturday qualifying and Sunday race,

If you are wondering whether to have a go at this class pop down to your local club which run these cars, please look on the BRCA web site and before going make contact with the club to see if this class is being run, I am aware that Adur Model car club, Crystal Place model Car club, and Halifax Model car club run these cars at there club meetings, and please do not be scared to ask the drivers who you will see at these meetings what this side of the hobby is like.

Andrew Mollett

BRCA, 1/8th Section On Road
Chairman





1/8th Rallycross racing is fast, colourful, action packed and extremely competitive.

With racing at actual speeds of around 50mph, on a variety of surfaces, the racing action is guaranteed to be exciting. 1/8th Rallycross (or Off Road) is one of the most popular classes of model car racing.

In recent years the popularity of the nitro engine has increased immensely, and as a result, Rallycross has seen many new drivers start racing and indeed many drivers from other classes have been converted. Rallycross is considered to be one of the friendliest class of model car racing. Whilst on the track the racing is very competitive between all drivers, however, once back in the pits, you will often see drivers of rival cars openly helping each other and generally having a laugh and a joke.

The cars that are raced are all four wheel drive powered by a 3.5cc nitro fuelled engine with double disc brakes to bring them to a halt. All feature fully independent suspension, which is adjustable to suit the driver and track conditions. With different spring tension rates, damper settings, anti-rollbars settings, and adjustable suspension geometry to fine-tune the car's handling. Different tyre patterns and compounds complete the set-up.

The construction rules laid down by the BRCA limit the fuel tank size to 125cc. This gives sufficient fuel to race in the 5 minute qualifying heats, but with finals of 20 or 45 minutes long, it is necessary to have fuel stops. For this you need to have a good mechanic to re-fuel your car, and with the closeness of the racing some times the finals can be won or lost on the pit stops. One of the nice things about Rallycross racing is that you can buy, off the shelf, exactly the same specification equipment that the top drivers are using. This in turn leads to a very level playing field, and it is the skill of the driver that decides the winner.

The BRCA runs a National Championship, which is open to any member of the BRCA. Within this National Championship there is a Clubman's Championship, a Junior Championship and a Over 40s Championship. All drivers are entered in the National Championship, however, the top 24 drivers from the previous season and any driver who makes more than 1 "A" final during the year is not eligible to compete in the Clubman's Championship. Junior drivers must be under the age of 16 on the 1st of January of the current season.



Within the 8th Truggy and E8 Buggy section we race 1/8th vehicles whose DNA is traced back to those found in the 1/8th Rallycross section.

Our 1/8th Electric buggies are very similar to their Rallycross nitro buggy cousins but are electric powered, with 4s lipo batteries (or 2x 2s lipo's) replacing the nitro fuel to power the ESC (electronic speed controller) which controls the power to an electric motor (1900Kv to 2100Kv our most popular motors) replacing the fuelled engine. Our 1/8th Truggys are the 1/8th Rallycross buggys bigger brother being wider, longer and fitted with a truck body shell rather than a buggy shell.

Our racing is done on off road circuits around the country with tracks featuring all sorts of obstacles such as jumps, table tops, and are generally found on Astroturf, dirt or grass. The BRCA runs a National Championship for both the Truggys and Ebuggys, which is open to any member of the BRCA. Within this Championship there is a separate class for both the Truggys and Ebuggys.

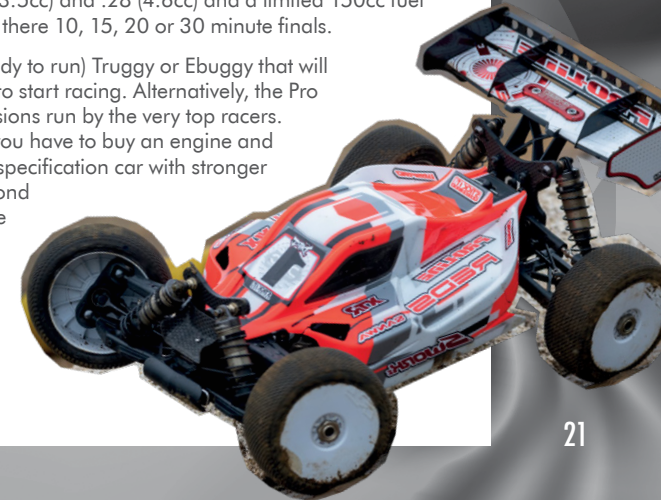
All our drivers are a friendly bunch and many of the top racers are more than happy to pass on tips and advice to even the most amateur drivers. Local Clubs have a wealth of knowledge to help beginners in the sport learn more about their machine. You never stop learning though, so there is always something you can do to improve the way you're Truggy or Ebuggy drives!



Ebuggys and Truggys are four-wheel drive, and due to the construction rules laid down by the BRCA limiting the battery capacity of the batteries used (LI-PO) for safety reasons our Ebuggys have sufficient fuel to race in 6 minute qualifying heats just like the Nitro Powered Truggys. With finals being longer, up to 15 minutes long for Ebuggys it is necessary to have a battery with a good capacity where has the nitro fuelled 1/8th Truggy with an engine between .21 (3.5cc) and .28 (4.6cc) and a limited 150cc fuel tank sees them needing fuel stops in there 10, 15, 20 or 30 minute finals.

You can buy an off the shelf RTR (ready to run) Truggy or Ebuggy that will get you almost everything you need to start racing. Alternatively, the Pro versions of many models are the versions run by the very top racers. These kits are more expensive, and you have to buy an engine and radio gear, but they will be a higher specification car with stronger and lighter parts. There are also second hand bargains available, check those web sites and magazines!!!

Ebuggy racing is fast, and are easy to maintain compared to a nitro powered car as you don't have the engine worries to worry about. Truggys are big, also fast, fun and exciting too so the choice is yours!!





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!





The 1/10th scale, electric powered section covers 3 different types of racing cars.

The largest class is for 4-wheel drive touring cars capable of speeds in excess of 70mph making them the fastest electric power class. They are made from carbon fibre, titanium, composites, anodised alloys and feature advanced electronics, making them one of the most tuneable classes.

F1 cars have been running for a few years now within our section, they share the same technology as the Touring Cars and are just as tuneable. New for this year is the addition of Front wheel drive touring cars, known as 'Frontie'. This new class is aimed at keeping the realistic racing look with hatchback bodies and spoke wheels. Being front wheel drive, it will limit the power/speed and put the skill back to the driver.

The racing series for our section is divided into 2 different championship series.

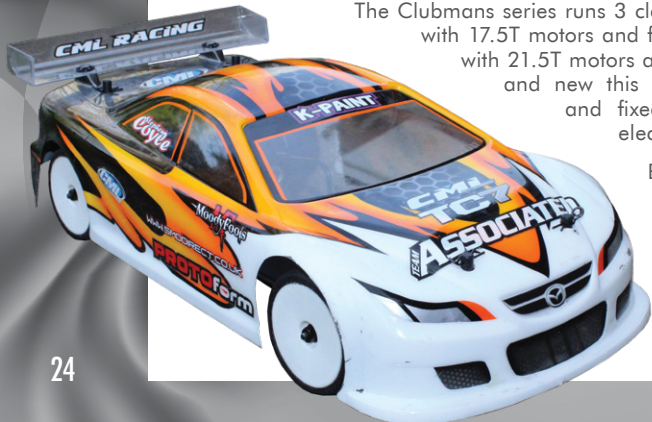
The National series over 5 rounds, and the Clubman series over 7 rounds.

The format is a 1-day meeting with an option to practice the day before should you so wish.

The National series runs 2 different motor 4-wheel drive touring car motor classes. The Modified class is the fastest class allowing any motor from the BRCA EB lists with open speed controllers. The Stock class is for 13.5 Blinky motors and fixed timing speed controllers from the BRCA EB lists.

The Clubmans series runs 3 classes. 4-wheel drive touring cars with 17.5T motors and fixed timing speed controllers, F1 with 21.5T motors and fixed timing speed controllers and new this year Frontie with 17.5T motors and fixed timing speed controllers, all electrics from the BRCA EB lists.

Both the National and Clubman series are run outdoors, with the season running from 1st April to 30th September. All the venues we visit are purpose built, tarmac circuits. All classes run on a control tyre which ensures a level



playing field and reduced cost in tyre selection. The tyre we use is voted on by our drivers before the season starts. We also vote on which tracks we visit through the year, so our drivers have a lot of say in the direction our series takes. We are an innovative section. All junior entries into our events half price, as we recognise that our young drivers need to be encouraged and nurtured into what we hope will be the world champions of the future.



Our National series has become world renowned for its competitiveness and prestige. This has been thanks in no small part to the will and enthusiasm of club and BRCA officials and of our competitors, who have countless years of experience and a vast knowledge base to share with newcomers. We like to think of ourselves as a friendly class of RC racing in which you can choose to compete at any level. Our aim is to organise the biggest and best 1/10th scale Touring Car, F1 & Frontie Championships in the world, while giving good value for money. We hope that you will choose to become a part of what we do and come and race with us. I wish you ever success with your racing this season and hope to see you trackside.

Gavin Clinch

BRCA, 1/10th Electric Circuit Chairman





Welcome to the BRCA Truck section

that caters for electric 2WD and 4WD 1/10 Short Course Trucks (closed wheel) and electric 2WD 1/10 Stadium Trucks (open wheel) which are based on real racing classes around the world - search on the internet to see how exciting these classes are!

All ages and abilities are welcome and the classes encourages junior racers as an ideal place to begin their racing career with simple reliable vehicles that are easy to maintain while being rewarding to drive. With low running costs and durable tyres the class is seen as a fun way to enter the world of RC racing within a reasonable budget.

The National series offers its racers unrivalled value for money in terms of track time with no less than 7 races through the day with 4 rounds of qualifying and 3 rounds of finals for all. The Series takes place on some of the best UK Off-Road race venues on a variety of surfaces with plenty of variation to test your skills!

With increasing popularity and a great bunch of travelling racers more families are joining us making it a great way to spend weekends away amongst friends.

Truck Racing can be as competitive as you want it to be but the emphasis is about having FUN!



In the 1/10ic circuit section we race two classes of nitro cars one being 200mm touring car and one being sports GT car we also have two classes of GT8 on road cars one being nitro and one being electric we race these cars at

various on road venues around the UK. Our national championships usually run from April till September consisting of 6 rounds with your best 5 to count towards the championship you in. Each round is run on a purpose-built tarmac racing circuit. When national series are not running there are plenty of local race events happening at clubs all over the country enabling you to race all year round.

Our 200mm and sports GT classes are powered by 2.11cc engines and use foam tyres for more grip and ultimately faster lap times however on wet or damp track it may be better to use rubber tyres there for we have an open tyre choice for these two classes. A correct tyre choice and you will find yourself flying up the time sheets but a wrong tyre choice could loose you a lot of places.

The GT8 class cars can only run on rubber tyres and are powered by .21 5 port engines this class can run up to 25% fuel if you want but most drivers stick to 16% fuel. All this adds up to the excitement of our sections racing. As well as various engine and tyre brands to choose from there is also perhaps the most obvious decision of which car manufacturer to go with, there are a wide range of different brands available and are all capable of winning races and giving you plenty of enjoyment.

Race Procedure

Our nationals are held over a weekend with Saturday being an optional practice day which starts at 9am and the track shuts at 6pm (track dependent). On the Sunday we have a drivers briefing at 8:30am to address any safety concerns and the time table for the day. After the briefing we then go into a round of practice in heat order consisting of 6 minutes of duration.

Next up is four rounds of qualifying heats with 2 minutes warm up to enable you to get your engine up to temperature and tyres bedded in which then rolls into 4 minutes qualification for 200mm touring and 4 minutes for sport GT, GT8 qualification is 5 minutes for both nitro & electric.





The BRCA 1/10th Off-Road Section promotes & organises race meetings at Club, Regional & National level

with the aim of providing a structured, fair enjoyable and friendly environment in which to encourage the progress of drivers from novices to future National Champions and even possibly International Champions.

We race 2WD and 4WD Off-Road Buggies (referred to as "cars" by the drivers), which are designed for many surfaces. Tracks are built on: grass, dirt, astroturf or mixes of surfaces. Their design includes various features that are placed to test the driver's skill and ability to the full. Humps, jumps, hollows, camber changes and a fast straight make for a perfect day's racing. Both 2WD and 4WD Buggies are purchased in kit form from specialist model shops and can be built in a matter of hours. The car will include fully independent suspension with interchangeable oils and springs for fine-tuning to suit any particular track. Rechargeable Batteries are used to power a noise free electric Brushless Motor. Drivers race for five minute periods to achieve their best possible result using both their driving skills and 'car set-up' abilities.

The 1/10th Off-Road Section sanctions a variety of events to cater for the skill levels of all members. Aside from the events listed below, there are also Club events which are organised and promoted by Clubs throughout UK and run to BRCA rules and procedures. More details of your local Club can be found in the Clubs Listing on the BRCA website.

Events sanctioned by the Off-Road Section include :-

Regional Series

The UK (including Scotland, Wales & Northern Ireland) is divided into eleven Regions. Each Region organises a Regional Championship for 2WD and 4WD Classes. Based on the results of each Regional Championship, Licence Grades are awarded for the following year. These Licence Grades are an indicator of ability and ranking against other drivers from all Regions in the UK. There are further details of the Formula Championships event (below) and details of how the Licence Grades are achieved can be found in the Off-Road Section Rules.

Contact details for the Regional Representatives can be accessed from the Section Officers on the BRCA website or in this Handbook.



National Series

This is the pinnacle of Off-Road Racing in the UK. Our more experienced drivers often make the 'top' Finals at International events and are regarded as some of the best drivers in the World. The National Series consists of six events in 2WD and 4WD, with the two Classes separated into one day events over six week-ends in the Racing season. These events are limited to 120 drivers each day and are often over-subscribed. Entry to the National Series is done directly to the Off-Road Section. Through this Series, British drivers qualify to race at European and World Championship events representing the BRCA.



Junior, Veteran & Formula Championships

Where drivers, after qualifying by racing in their local Regional events, gather to compete against other drivers of equal ability from throughout the UK. There are four different Championships, spread over two separate week-ends at two different venues, with 2WD and 4WD Classes on separate days of the week-end. These are organised as follows:

The Junior Championship

Is split into two age groups to produce Champions in the Under 13 and Under 16 categories, (surely destined to be the stars of the future).

The Veteran Championship

Is split into ages of over 40 and over 50 years of age. (The Junior & Veteran's Championships are organised at one venue over a complete week-end).

The Formula Championships

Organised over a complete week-end for drivers with licence grades of F2, F3, F4, F5. (more experienced drivers with F1 licence grade are not allowed to enter these events). These Championships are primarily for Regional drivers to prove their skills against drivers of similar ability from all of UK. There are two Championships to be decided :

The F2 championship – to decide the best F2 grade driver in UK.

The F3, F4, F5 Championship – to decide the best driver in UK from these combined licence grades.

Attendance levels at all major events in the Section are high. This is a measure of the popularity of 1/10th Off-Road racing. 1/10th Electric Off-Road racing is THE PLACE TO BE for close, competitive and fair racing.



Paul Worsley

BRCA, 1/10th Off-Road Section



One of the earliest electric RC racing classes in existence, 12th Scale can trace its roots back to the 1970s.

Once the only electric RC track class, spawning champions in many other classes, 12th remains immensely popular in its own right, even as other RC electric classes have developed over the years.

With the recent explosion in popularity of the GT12 class, the 12th Section caters for all ages and abilities across club, Regional and National competitions. These well-attended events now cover two classes - LMP12 (where it all started) and GT12.

Whether you're an occasional club racer or a pro-level driver, the 12th Section has something to offer you and we invite you to come and share experiences with us.

Our Classes:

LMP12

Originally developed in the 1970s, these are now the most highly developed 12th scale cars using the latest in brushless and LiPo technology. Wide tyres and aerodynamic Le Mans Prototype style body shells coupled with powerful and lightweight electronics make for incredible handling capability and impressive speed. A range of motor power classes is available from easy-to-handle 13.5 Stock right up to Open Modified for the speed freaks.



GT12

Smaller and simpler LMP12-style cars with clear rules. Narrower tyres, lower running costs and GT-replica bodies make this the ideal class for club racing. We organise Regional and National competitions offering a ladder of success for GT12 drivers from their first Club drive to National Champion, all within the same set of construction and racing rules.



Welcome to the Stock Cars section.

1/12th stock cars have been around since the late 1970s where they used to race on wooden floors. Now a days we race on more modern tracks made from fitted carpets. Which gives much better grip for faster more controlled racing. All the tracks are fitted with a timing system and each car has its own transponder to count laps and record those race positions. Races usually last 5 mins, with the exception of championship finals and they are 6 minutes.

We hold major meetings (Worlds, European, English, British and Champion of Champions) as well as National, Regional and Club Championship. The cars although simple in construction are able to complete a lap in around 3 seconds during race conditions.

The F1 class can run brushless motors and LiPo batteries. The traditional and cheaper F2 class use brushed motors and 4-cell battery packs.

Racing is close and competitive through all the classes and concentration is key to be able to get around the track quickly and to use the front bumper on occasions to move your opponent out of the way.

We welcome both male and female young and old into our section and the help offered from the drivers in all the classes is very good, we want good competitive racing.

The Social side of the racing is good too as everyone is encouraged to support their local meetings and also travel to other clubs to experience competing amongst other like-minded racers.

The major meetings are normally weekend events which generate a great atmosphere and are great fun.





The Large Scale Off-Road (LSOR) Section of the BRCA is one of the newest Sections

and covers the largest scale of off-road model vehicles on the market with BRCA affiliated Clubs throughout the country.

Our national race series is open to any make of off-road vehicle whether that is two or four wheel drive, 23, 26 or 30cc petrol powered. Brakes on our petrol powered models can be a single or multiple lay shaft brake, hydraulic or air brakes front and rear which all help to stop the large scale cars which are capable of speeds in excess of 50 mph from their two stroke petrol primed engines. As a rule the top end kits are complete with everything apart from radio gear, engine and fuel. Ready to run kits are also available with everything apart from fuel making large scale off road racing available to all. All models can be modified as and when needed to the driver's specification.

The BRCA National Series runs throughout the summer months normally from March until October with our drivers visiting all four corners of the country. When the National Series is over the majority of the Clubs then run interclub meetings over the winter months, giving you all year round off-road racing.

If you would like to join the largest form of model car racing in the world, with Clubs all around the country, then visit the BRCA website for more details on your local venue, pay them a visit and see what you are missing out on.

Our vision statement

To provide as uniform as possible a format for large scale off road RC cars, to be able to compete with one another on an open National basis. The intention is to encompass all driver abilities and commercially available large scale off road vehicles, yet still encourage invention and innovation by allowing "one off" home constructed cars and modification of kit products.

What do we have?

The buggy class has two national championships, 2 wheel drive & 4 wheel drive for vehicles which conform to their respective technical specifications and have separate heats and finals. Along with the buggy class we also run a short course (SC) class too. All race classes shall be respectful of the BRCA LSOR construction rules and in particular the 2 and 4 wheel drive buggy class technical specifications for the buggy class, and the short course truck technical specification for that class.

Drivers are classified as either a National or Clubman driver, and those under 16 at the start of the year are deemed a junior. Our normal race format is for three rounds of qualification heats to determine the meeting's qualification positions. Finals are run upon the driver's qualification position and by the end of the day we have our meeting winner. Whilst the National series drivers may be competitive, we have one of the friendliest and helpful series around, so why not come and join us? Not only is large scale racing popular in the UK, with numbers increasing year on year, but also within Europe, there being many opportunities to enter European race meetings.



The Bikes Section's relatively short history started in 2002 with only a few bikes turning up to the large scale on road meetings.

Since then, interest grew so much that the Bikes formed their own section in 2006 and dominated that year's world championships.

The section is made up of enthusiasts who are always keen to see new faces, even if it's just for a chat! If you're interested, we have a 1/5th scale bike ready for you to try.

Bikes vary in design, but look like scale representations of MotoGP bikes. Two scales are raced, the larger 1/5th (Electric/ Nitro) and the smaller but more agile 1/8th (Electric). There is even a sidecar class, if you're looking for something a bit different!

In 2021 the section undertook a "PromoTour" around the UK, visiting old favourite circuits as well as one or two new locations. The emphasis of the tour was on a fun competition, whilst applying promotional racing rules to ensure both fair competition and lots of fun.

Meetings are weekends with practice and newcomer instruction on Saturdays and racing on Sunday. Full details of the events calendar, promotional rules and entry can be found on the BRCA.org website. The Bikes Section handbook is available to download or to collect at an event. Find us on Facebook 'BRCA Bikes Section' or 'Moto 5'.

Interested?

Contact use through www.brca.org/contact, will be pleased to point you in the right direction.





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CLUBSPORT RACING SECTIONS

This 'Section' is where the classes reside that you race at your club that don't have, or have only just grown into, or are recently stepping down from, having a full BRCA National Series.



BRCA
BRITISH RADIO CAR ASSOCIATION

Everything we do has grown from something started at a club by a small group of people, just like You and Your friends, that has then grown and developed into the Nationals (and Internationals) we now see.

This simple statement hides a problem. Today, people expect everything to be defined. That's very hard to do for things that are new, don't have many followers, or are shrinking and hence haven't got the full committee structure that a 'Section' requires.

So 'Clubsport' is the solution. It gives us a place where classes that are growing, shrinking or just small can get the support they need to continue to exist and prosper plus, of course, it ensures that people don't think that the only classes the BRCA race are the ones that have National Rules. That is never the case as can be seen at virtually any club we all race at – they pick and mix the BRCA National classes with other classes that their drivers like.

On the pages that follow you'll see everything from Stadium Trucks to 1/12 Hot Rods, Drifting to Rock Crawling, but it's by no means an exhaustive list. You will almost certainly know, or do, something that's not included here - do tell us about it by contacting us through www.brca.org/contact

Better still write some words, add a picture or two, and we'll help you tell the rest of the membership about it! Send details of the class you race at your club to editor@brca.org with some hi-res pictures and we'll put them up on our website.

If you're running a class that's grown beyond your club and you'd like some help with making it grow further then one of the officials listed in this area will be able to help you with it. Do make the call as it's only by making it that our sport will continue to grow and develop.

Put your information or question to us at www.brca.org/contact and we will get back to you!



Rock crawling is an extreme form of off-road driving using vehicles anywhere from stock to highly modified to overcome obstacles.

In rock crawling, drivers drive working models of highly modified four-wheel-drive vehicles such as trucks, Jeeps, and "buggies" over very harsh terrain. Driving locations are scaled from real-life areas like boulders, mountain foothills, rock piles, mountain trails, etc.

Rock crawling is about slow-speed, careful and precise driving, and high torque generated through large gear reductions in the vehicle's drivetrain. Rock crawlers often drive up, down and across obstacles that would appear impassable.

Rock crawling competitions range from local events to national series. These consist of courses with obstacles set up with gates, similar to a slalom ski race.



This class is for the Hot Rods and Bangers, those usually raced on oval tracks like the Stockcars we are probably all familiar with.

Hot Rods, or in some cases the Hot Hatch, is a car slightly bigger than a GT12, but with all the simplicity of the Minis. There is a Hot Hatch series organised by Mardave using six clubs and mixing ovals with circuits, and for £60 for the basic kit they really are affordable pocket rockets.

Bangers are standard road-going cars beefed up with withstand the contact nature of the racing, and are run on ovals. There is a huge selection of bodies available from sellers like Kamtec, and part of the fun is painting them up like the real thing.



Many other specialist clubs run events for Hot Rods and Bangers – search for "RC Oval Racing" on any search engine or Facebook to open a world of low-cost RC racing.

Check out our Club register at www.brca.org/clubs to find a club near you running Hot Hatch on circuits, or Hot Rods and Bangers on Oval, and go racing!

As a motorsport discipline, drifting competitions were first popularized in 1970s Japan.

Today they are held worldwide, and are judged according to the speed, angle, showmanship and line taken through a corner or set of corners. The desired line is usually dictated by the judge or judges, who describe their desired line as well as highlight areas of importance, such as clipping zones, clipping points and touch and go areas.

For drifting, the electric drift cars are the ones recommended because they are lighter weight, contain durable motors and easy to manoeuvre. Nitro RC cars have a tendency to overheat the engines when used in a drifting competition.

Radio-controlled drift cars are usually equipped with special low grip wheels so that cars are able to slide easily. Typically, higher end drift cars contain a four-wheel drive machine and made from high quality materials.

4x4 cars are easier to control and are recommended for easy drifting. Some of the popular brands of RC drift cars are those that are supplied by Tamiya and Yokomo.



1/5th scale replicas of saloon cars that race on outdoor tarmac tracks.

These include touring cars and FG 4WD Mini's and there are rules in place to allow a Formula One and Truck class at some clubs. The cars are powered by 2 stroke petrol engines and range from 23cc up to 29cc depending on the class raced.

Other features include hydraulic disc brakes all-round, oil filled adjustable shock absorbers and fully adjustable suspension geometry.

All the cars are single speed, starting with a centrifugal clutch through to a limited slip differential to maximise grip from the moulded rubber tyres. The tyres come in various grades to suit all tracks & driving styles.

The cars can be purchased as a complete ready to run kit or a rolling chassis which you can build to your own spec.



We do mean SPEED too - How about 94mph for an electric bike, 106mph for a gas special and a whopping 163mph for an electric four-cell special!

Events are based on the same way world speed records are established in the full sized community, a run-up is followed by a trip through a speed trap and then stopping afterwards. The events are organised in the UK by ROSSA – Radio Operated Speed Scale Association. Their main goal is to define a set of classes and rules for the running of speed events to ensure equal and fair competition between speed racers no matter what their location.

ROSSA's single set of rules allow other events to be run under the same rules, and competitors can compete directly with other speed racers at different events. With the formation of ROSSA we can now organise a single world championship with individual events run in different countries running to the same rules with winners of classes coming from any of the events.

Get all the details at www.rossa.org.uk/index.html



Much as the full-size, low-cost Mini Seven club thrives after 50 years, so the Mardave low-cost class thrives after 40 years of RC.

Today they use Mini bodyshells and come as a complete kit for around £130 to which a battery and charger must be added, and radio control gear obtained.

Since its release in 2015 little has changed and the rules are simple. If it comes in the Kit its legal with a few additions. Servos cost £10, a G2 silver can motor slightly less, and 15/48 is the fixed gear ratio that levels out speeds in the class.

Minis are run indoors so are a great all-year-round class. All clubs cater for beginners young and old, with help available to get you going and then to improve your driving skills.

Clubs like Yorkshire, Crewe and Demon Models run the class every week. Racing is close, cheap and great fun. Probably the easiest and most enjoyable route into RC racing. Find those clubs on www.brca.org/clubs, and many other clubs who would welcome you racing this class of car.



An exciting club class of racing with an out-of-the-box and fun product for everyone.

Affordable starting class for on road racing both indoors and outside on tarmac. A MUST for those truck racing fans across the UK.



GENERAL RULES

These Rules are applicable to all sections



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1. Members

It is accepted that all BRCA members have read the rules, contained within this publication, understand them, and agree to be bound by them during the period of their membership.

2. Competitors

All competitors and all marshals at BRCA events and at all BRCA Affiliated Club events and any other event organised by said organisations must be BRCA members. It is permitted for potential new members to 'visit' affiliated clubs, for club events only, on three occasions before BRCA membership is required. The 'visitor' status is extended to drivers from overseas, and also includes sanctioned events, they should be members of their National Association. It is a requirement that membership cards be produced at events when requested by the event officials.

3. Marshals

It is an accepted part of Radio Controlled (RC) model vehicle racing that models differ from full size vehicles in that the operator is remote from the vehicle and the operator looks at the RC vehicle and does not see the potential view from it. It is the Marshal's responsibility to ensure their own protection before leaving their designated Marshals post to assist a RC vehicle. All Marshals must wear "Hi Viz" vests/bibs/jackets. The Marshals must wear this apparel correctly. It is part of the race organiser's role to determine, to their best ability, a safe marshalling point for you. However it is every Marshal's responsibility to report to race control if they feel that their post is inadequately protected.

4. Safety

GENERAL: Competitors MUST consider the safety of marshals, spectators, and other drivers at all times. No car shall be constructed or used so as to be dangerous to persons. All cars must have a positive means of stopping fitted and working. All members must comply with instructions and recommendations issued by product manufacturers, subject to any further restrictions in any BRCA rules. If you are unsure about any product of a chemical nature (cleaners, aerosols, additives, etc.) then ask to see the COSHH report for the product. If there is no COSHH report on the

product then we recommend you do not use it.

All Sanctioned BRCA Race Events must carry out an On-site Risk Assessment prior to the Drivers Briefing. The Risk Assessment must be sent via email to riskassessment@brca.org within 3 days following the event.

BATTERIES: In the interest of safety, any battery pack(s) carried on a model car must be able to be disconnected quickly without the use of tools in an emergency. Direct soldering is not allowed. All Lithium-based drive batteries must be in a 'closed' LiPo sack when being charged or discharged. This applies to any discharging procedures, except during a race or when using organiser supplied resistors to correct voltage. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and is of a suitable construction so as to contain a LiPo/LiFe fire. Sacks must be obtained from a recognised supplier to the UK RC industry.

The BRCA will not approve any Lithium battery for use at BRCA sanctioned events that exceeds the energy capacity allowed on passenger airline travel (currently 100Wh.). This maximum capacity is subject to any change by the airline industry.

Charging of Lithium based batteries (LiPo, LiFe etc.) at all events and in all Sections must be strictly in accordance with the procedures detailed in BRCA Electric Board rules. These procedures are covered in Electric Board rules 3.6, 3.7, 3.8, 3.10.

'Over' Charging of Lithium based batteries is potentially dangerous and maximum charge cut-off voltages must be strictly adhered to. The maximum charge cut-off is based on 4.20v per cell (LiPo), 3.70v per cell (LiFe) for cells connected in series. Therefore the maximum charge cut-off voltages allowed are:

1S - 4.20v (LiPo), 3.70v (LiFe)

2S - 8.40v (LiPo), 7.40v (LiFe)

4S - 16.80v (LiPo), 14.80v (LiFe)

Effective from 1st. April 2017:

ALL Lithium based 'drive' batteries, over 20wh, used in ALL Sections must have a hard, protective case that completely

envelopes the cell(s). The case should be made from ABS or a similar strength material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed is for exit wires or 'pin type' connectors.

Lithium based batteries that are used for powering receivers, servos or other devices, that have a capacity exceeding 10Wh., should preferably have a 'hard case' (as detailed above). If a 'soft-cased' battery is used that is over 10Wh. then it must be protected from accidental damage. This protection can be an equally strong 'casing' or 'box' within the design of the car that encloses the battery, or other form of protective shielding that will totally enclose the battery and protect it from accidental damage during racing or maintenance. Any Lithium battery not having the original manufacturers label that shows the energy capacity in Wh. should not be allowed.

Any member found not complying with these procedures will be removed from the meeting and have their membership suspended immediately.

5. Officials

At BRCA sanctioned events (Internationals, Nationals, Regional's etc.) the BRCA Steward holds responsibility for the safe running of the event. The BRCA steward will normally be the highest-ranking BRCA official present. In the event of a BRCA Executive officer attending an event, that responsibility is passed to the highest-ranking officer of the section organising the event present. By formal agreement, i.e. in writing, either in meeting minutes, or at the event in question the stewardship can be passed to another suitably qualified person. Club committees should adopt the same process. Stewardship would normally rest with the Club Chairman, however clubs are recommended to minute with whom stewardship of events rests, or is passed to, in the event of absence.

6. Tracks

Tracks must have an outer perimeter sufficient to contain the RC vehicles being operated within it. At all BRCA sanctioned events, the BRCA steward

is responsible for designating the track area, which may include pit lanes and start/finish areas. The only persons allowed within the aforementioned areas during controlled practice and racing procedures are marshals and other relevant race officials, and mechanics are permitted within a designated area, and all of these persons must be BRCA members or a competitor. Track markings must be designed so as to minimise the possibility of R/C vehicles leaving the confines of the track. This rule does not differentiate between permanent and non-permanent facilities, it is the organiser's responsibility to determine the suitability of their facility for the class of RC vehicle being operated. It is all competitors' responsibility to report any issues with track safety to race control.

7. Drivers' Briefing

All sanctioned meetings (e.g. Internationals, Nationals and Regionals etc.) must have a drivers' briefing before the start of the racing, all drivers are required to attend. The drivers are responsible for communicating all information to anyone else concerned (e.g. mechanics, guests) The drivers briefing must contain: Format of the event; Designation of the track area; Location of safety equipment; Location of Fire Exits; Explanation of any local rules; Marshalling requirements; Identification of Officials; plus any other information the organisers deem necessary.

Note: If a meeting is over more than 1 day, and consists of separate events, than a drivers briefing should be conducted before the racing commences each day.

8. Equipment

All events are required to have the following equipment: First aid kit (for self administration), appropriate fire extinguisher, accident book (in which all injuries must be recorded). In addition the organiser must know local procedures for emergency services and have a means of contact (e.g. a mobile phone).

9. Smoking

Smoking at BRCA events and BRCA sanctioned events is prohibited, other than in a designated area.

10. Radio Equipment

The BRCA recognises the UKRCC as the national authority for the UK on radio equipment.

The BRCA will work within the rules and guidelines specified by the UKRCC. RC Equipment must be used in accordance with the manufacturers guidelines.

Any modification to any component that may affect performance and/or power of original equipment is specifically not allowed.

This applies especially to the aerial and power source.

Only published frequencies are allowed (see Handbook).

The reversal of crystals is not allowed.

11. Records

All clubs and national event secretaries are required to keep complete membership and entry details respectively; these details must include full names and addresses, and are recommended to include emergency contact phone numbers. The relevant section official must keep entry details for sanctioned events and clubs keep records of attendance at meetings, (e.g. heat list/entry forms) It is a requirement that all accidents must be reported to the BRCA officer responsible for Insurance (currently the Treasurer) as soon as possible.

12. Conduct

Any driver, representative, mechanic or friend of a driver found to be under the influence of drink or drugs or behaving abusively will be expelled from the meeting (a meeting may be one or more days and consist of more than one event/class). Affiliated clubs must keep an 'Incident Book' in Race Control. Any incidents that are likely to bring the sport into disrepute should be logged and the information passed onto the Club Liaison Officer, for presentation to the Executive Committee as required. Any individual subject to disciplinary action (see Rule 9 - Constitution) shall be notified in writing, the notice will also be forwarded to all association officers and club representatives.

13. Vehicle Scope

The BRCA will not recognise a model vehicle as being suitable for Radio

Control that is more than any of these measurements; 1 metre long, 20kg in weight or a maximum of 35cc engine capacity.

14. Electronic Driving Aids

Steering and driving/brake can only be operated by direct action of the driver using the Radio. The use of traction control devices, active suspension devices and any steering or power control aided by gyroscopes, 'G'-force sensors or devices giving a similar effect is strictly forbidden. It is strongly advised that competitors do not use any radio/receiver combinations that have the capability of performing the above functions at BRCA sanctioned events, even if the functions are disabled. Organisers have the right to refuse such equipment being used, if they consider the non-allowed functions could be activated whilst the vehicle is being driven.

Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion.

It is not allowed to use any form of telemetry with active transmission, which in the opinion of the event officials or steward, is judge to give a competitor an advantage during any race.

Clarification:

It is not allowed for any radio/wireless signals to be transmitted from the car to an external source during the race that is judged to give the driver a competitive advantage during that particular race. Drivers found using any of the above forbidden items/devices will be subject to disqualification from the event where the items are used and can be banned from all BRCA events for a period of up to 10 years.

CONSTITUTION RULES

These Rules are applicable to all sections

1. Title

The Association shall be known as The British Radio Car Association.

2. Objectives

- (a) To promote the construction and competition of radio-controlled cars.
- (b) To facilitate the exchange of information and ideas relating to the sport.
- (c) To set rules and standards for construction and competition.
- (d) To encourage National and International competition within a co-ordinated calendar.

3. Membership

Membership shall be open to all and shall be deemed to commence when the Association issues the appropriate membership documentation. Membership shall be within the following categories:

- (a) Full Individual member.
- (b) Non Racing member – Persons who while not actually competing are involved in the event, be that helping to organise or run the meeting or providing assistance to a competitor (Pit Crew, stand in Marshal etc.)
- (c) Fellows - Persons who in the opinion of a two- thirds majority of an AGM of the Association have performed outstanding service to the Association. Fellowship of the Association carries automatic Full Individual membership for life and may only be rescinded by a two thirds majority vote at an AGM of the Association. Fellows are to be elected at the AGM of the Association on the recommendation of the Executive Committee. Not more than two Fellows may be elected in any one year.
- (d) Club Affiliation - Any club who has satisfied the Association Secretary of its willingness and ability to fulfil the obligations of an affiliated club.

The Members Handbook will be posted to all members.

All members have the right to attend and vote on issues at the Association AGM, additionally Full Members have the right to attend and vote at Section Conferences.

Proposals for any changes to the Constitution or General Rules must be sent to the Association Secretary.

Proposals for any changes to Section Rules or Procedures must be sent to the secretary of the section involved.

Proposals can be submitted up to five weeks before the AGM (includes Constitution, General Rules, Section Rules). Proposals received after this date will be for discussion only and not voted on. All proposals for changes to; Constitution, General Rules and Section Rules will be published on the BRCA website four weeks prior to the AGM.

4. Subscriptions

The subscription period shall be one year running from the 1st January to the 31st December of the same year. Membership subscriptions shall be reviewed and fixed annually at the AGM. Any member who has not paid his/her subscription within ONE month of the renewal date shall be assumed to have terminated his/her membership.

5. Resignation

Any member wishing to withdraw from Association membership must notify the secretary in writing.

6. Cessation Of Membership

Any member failing to renew his/her membership as required or any member notifying his/her resignation shall forfeit all right to claim on the Association, its property or its funds.

7. Officials

To qualify for election to any Association Committee position, the member so elected will become a Full Individual member of the Association if not already one. The following Officers shall be elected annually for a period of two years at the AGM: Chairman, Secretary and Treasurer plus such other Officers as may be deemed necessary. Nominations for these positions to be sent to the Secretary in writing four weeks before the AGM. The nominee must be a Full Member of the Association.

The above Officers together with the Chairman and Secretary (unless otherwise nominated) from each Section of the Association shall comprise the full Association Executive Committee. The Executive may meet in full or in

part where the business to be discussed is only relevant to clearly defined areas of the association, e.g. Sporting or Administrative sub committees.

A quorum of the Executive Committee shall consist of at least 60% of the Executive Officers, invited to the meeting. All Officers elected by the AGM shall be ex-officio members of all committees and subcommittees appointed within the Association.

8. Committees

Section committees shall be established within the association to administer for the individual needs of the members racing interests. Each section committee shall comprise of a Chairman, a Secretary and such other committee members as sectional conferences shall decide. One official, normally but not essentially the Chairman, must attend Executive committee meetings. The title of each section shall be decided by its officers. To invite a representative from Northern Ireland, Scotland and Wales to attend Executive Committee Meetings and to circulate information of meetings to all Sections.

9. Powers Of The Committee

The Executive Committee shall manage all concerns of the Association upholding the Associations Constitution, and shall have powers to settle all points of interpretation of Association rules, providing such powers shall not overrule a resolution of the AGM. A Sectional Committee shall manage all the concerns of the racing interest for which it was established, with powers to settle all points of interpretation of Section rules, provided such power shall not overrule a resolution of a Section Conference, AGM or General Rules. A Section Committee quorum will be decided by that Section Committee. The Executive Committee and any Section Committee shall have powers to establish sub-committees to manage special interests or events and to co- opt members onto such sub committees. Any committee may, from time to time, fill any vacancy in its number which may arise for the remaining period of office. If the conduct of any member, in or out of Association events, shall in the opinion of the Executive Committee, or member of it, be injurious to the character or interest of the Association then

membership can be suspended until the matter is dealt with by the Association Executive. The Association Executive can require said person to attend such meeting as is required to explain their actions, they shall have the power to expel such member or call upon them to resign and will there upon cease to be a member of the Association, this decision will be ratified by the Executive Committee. Should a member who has been expelled or been required to resign wish to appeal, this shall be done in writing to the Association Secretary and the appeal will be held before the Executive Committee. In every case of expulsion or required resignation of a member the decision of the Executive Committee shall be final and the excluded member shall have no remedy against the Association or Committee, or any further right of appeal. A minimum of two thirds majority shall be necessary to order an expulsion.

10. Rule Changes

The Executive committee has the power to delete, amend or change any existing rule(s) or add any new rule(s) to the Constitution, General Rules or Section Rules, to accommodate any changes in legal or fiscal requirements, or changes in recognized or legally required safety procedures. These actions can take place at any time within the association's year without the need for an EGM or AGM. Any action of this nature will be made known to the membership in the following edition of CC and will be included on the official BRCA website. Any decision taken must be ratified at the following AGM with a 2/3rds majority.

11. Voting

1. Proposal for change of the Association Constitution shall require a two thirds majority of member present at an AGM conference, postal or proxy vote respectively.
2. Proposal for change of the Association General Rule shall require a two-thirds majority of members present at an AGM conference, postal or proxy vote respectively.
3. Elections of all officers (including Section officers) shall be decided as follows:
 - (a) For one candidate only: A simple majority vote of those members present, abstentions not considered.

- (b) For two candidates only: A simple majority vote of those members present abstentions not considered.
- (c) For more than two candidates: First: Vote taken for all candidates.
Then: A second vote including only the two candidates with the highest votes. This will be decided by a simple majority, abstentions not considered.
- 4. Proposals for change to Construction and Procedure Rules within Section conferences shall require an overall majority (min. 51%) of those members present. If there is an equal vote, then the Chairman at his/her discretion may use a casting note. If an overall majority is not achieved, then the amendment/rule is not adopted.
- 5 At an EGM or Postal vote, voting procedures will follow the above format.

12. Finance

All matter relating to the spending of Association funds shall be referred through the Treasurer to the Executive Committee. The Treasurer shall make an annual financial statement to the AGM offering all relevant documents for inspection at the meeting. Sections holding funds shall be required to deliver reports as required by the Association Treasurer.

13. Financial Year

01 October to 30 September.

14. Annual General Meeting

The AGM shall be held as soon after the end of the financial year as is practical and in any event not later than the month of February following. No BRCA Sanctioned events may take place on the day of the AGM. The following business shall be transacted at the AGM:

- (1) Reports on the general working of the Association and its sections.
- (2) Representation of the Association accounts.
- (3) Election of Officers and Auditor.
- (4) Review and agree the annual membership fee.
- (5) Discussion of any other business of which due notice has been given.
- (6) Arrange a provisional date for the next AGM which shall in any event be held within thirty days of the provisional date.

15. Extraordinary General Meeting

A Section EGM May be called at any time if the Executive Committee so decide, The Secretary shall also call a meeting on receiving written request to that effect, signed by no less than 50% of the Sections national entrants. Such a general meeting shall take place within 28 days of the written request being received and all members shall receive 14 days notice of the meeting, but without the necessity for detailing any further particulars.

16. Minutes Of Meetings

Minutes of an AGM, EGM or annual Conference shall be published as soon as convenient thereafter and in any case before the next similar meeting. Minutes of committee meetings shall be available to all committee members, including ex-officio members, before the next similar meeting. Copies of all minutes shall be kept indefinitely by the appropriate officer.

17. Deficiency Of Funds

In the event of insolvency, the deficit shall be made good by an equal payment from each member or in such manner as an AGM or EGM shall decide.

18. Members Addresses

Each members address shall be recorded in the Associations records and shall be deemed to be correct unless the Membership Secretary be notified in writing of an alteration of change of said member.

19. Constitution Rules

A copy of the constitution shall be forwarded to each member on joining and thereafter annually in an Association Handbook. These rules so presented shall be binding on every member. No member shall be absolved from the effect of these rules on allegation of not having received them.

20. Interpretation Of Rules

The Executive committee shall be the sole authority for the interpretation of these rules and the decision of the committee upon any question of interpretation, or upon any other matter affecting the Association not provided for by these rules, shall be final and binding on the members.

21. Alteration Of Constitution

The Constitution defines the rules for government of the Association. All alterations or additions to the Constitution may only be adopted by resolution at an AGM or EGM convened according to the Constitution. Such resolution must receive a two thirds majority vote.

22. Dissolution Of Association

If at any general meeting a resolution for the dissolution of the Association be passed by a two- thirds majority of the membership present, and such resolution be confirmed at an EGM, held not less than one month thereafter at which not less than half the members are present, by a majority of two-thirds of the members the committee shall thereupon or at such date as shall be specified in the resolution, proceed to dissolve the Association. The committee shall proceed to realise the property of the Association, and after discharge of all liabilities, shall divide the same amongst all the members according to the proportions decided at the EGM.

Upon the completion of such division the Association shall be dissolved.

23. Obligation Of Members

- (a) To uphold the Constitution of the Association.
- (b) Affiliated clubs must keep the Association informed of the names and addresses and interests of ALL their members (stating if they are Association members in any other capacity than club affiliated members) and in addition the Association must be informed immediately of any additions, deletions or changes in their membership. The affiliated clubs must advise the Association of the name and address of the club official who is responsible for the communication of the above information.

24. Awards/Prizes at BRCA Sanctioned Events

- (a) Unless the Executive committee has first given its express permission in writing, no trophy, award or prize of any kind may be given which has an intrinsic value greater than £50.00 UK Sterling.
- (b) Under no circumstances are cash prizes to be awarded.



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