

# **BRCA**

**BRITISH RADIO CAR ASSOCIATION**

## **Stockcar Section Handbook 2016**



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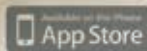
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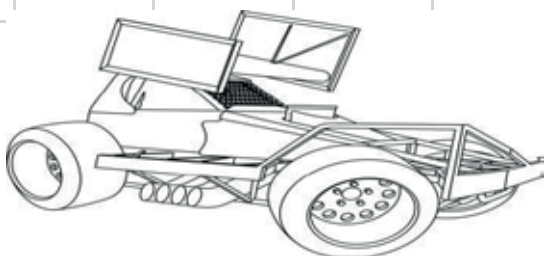


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## Chairman's Introduction

Welcome to the Stock Cars section where we race models based on BRISCA/SPEDEWORTH race cars. Drivers compete at clubs throughout the country with 1/8<sup>th</sup> meetings taking place every weekend from March through to October, and 1/12<sup>th</sup> meetings throughout the year.

We hold major meetings (World, European, English, British, and Champion of Champions) as well as National, Regional and Club championships. The cars, although simple in construction, are able to complete a lap in around 4 seconds during race conditions.

1/8th scale have welded steel chassis frames, 3.5cc Nitro power and race on purpose built outdoor tarmac tracks. The smaller and lighter 1/12th scale have a tough plastic chassis and a choice of brushed or brushless electric motors and are raced indoors on carpet tracks.

Car setup is vital on both scales to be fast and competitive and a wide choice of tyres and suspension settings are used to get the edge over fellow racers. Full concentration is required at all times and as contact is allowed a little bit of front bumper is occasionally useful to gain race positions.

Although the majority of drivers taking part are long established, the latest crops of junior drivers - both male and female - are showing all their skills to challenge the established stars. Off track, help is always on hand with advice on setups which tyres to run etc.

The social side is great everyone is encouraged to travel to tracks other than your local club and the visitors are always made welcome even when they take the trophies home with them. Weekends away at the bigger meetings and abroad have led to many enjoyable and memorable events.

Regards,

Dick Batty  
DBR Fabrications  
Mob: 07966 387562

## Stock Cars Section Officials 2016

### Section Chairman:

M: 07966387562

### Secretary:

M: 07835317435

### 8<sup>th</sup> Vice Chairman:

M: 07944360363

### 12<sup>th</sup> Chair and Secretary:

M: 07967455613

### 8<sup>th</sup> Treasurer and Race Numbers

M: 07810102807

### 12<sup>th</sup> Treasurer

M: 07772297115

### 8<sup>th</sup> Points compiler and Grading

M: 07968621022

### Public Relations Officer

M: 07739072025

### 12<sup>th</sup> Scrutineer

M: 07976353496

M: 07825303406

### 8<sup>th</sup> Regional Reps:

#### Northern:

M: 07766573010

M: 07966387562

#### Midlands:

M: 07791493284

M: 07802635530

#### Southern:

M: 07828661871

M: 07881633906

### Dick Batty

E: [dbrfabrications@gmail.com](mailto:dbrfabrications@gmail.com)

### Steve Wearing

E: [swearin2@gmail.com](mailto:swearin2@gmail.com)

### Ben Harding

E: [benharding471@gmail.com](mailto:benharding471@gmail.com)

### Allan Inness

E: [allan.inness@ntlworld.com](mailto:allan.inness@ntlworld.com)

### Jonathan Goodacre

E: [j.goodacre73@live.co.uk](mailto:j.goodacre73@live.co.uk)

### Anthony Wyper

E: [Anthony.wyper@gmail.com](mailto:Anthony.wyper@gmail.com)

### Simon Farrer

E: [simonf46@hotmail.co.uk](mailto:simonf46@hotmail.co.uk)

### Gary Osborne

E: [ozzy3976@hotmail.com](mailto:ozzy3976@hotmail.com)

### Miklos Szabados assisted by Dan Skeels

E: [styleandgrace@talk21.com](mailto:styleandgrace@talk21.com)

E: [danielskeels@btinternet.com](mailto:danielskeels@btinternet.com)

### Ian Yarwood Snr and Amelia Batty

E: [ianthomas.yarwood@sky.com](mailto:ianthomas.yarwood@sky.com)

E: [dbrfabrications@gmail.com](mailto:dbrfabrications@gmail.com)

### Paul Dexter and Mick Goodhall

E: [pdracing55@gmail.com](mailto:pdracing55@gmail.com)

E: [mickgoodhall5@gmail.com](mailto:mickgoodhall5@gmail.com)

### Micky Betts and Ricky Slater

E: [nikkibetts22@hotmail.co.uk](mailto:nikkibetts22@hotmail.co.uk)

E: [rickyslater26@hotmail.com](mailto:rickyslater26@hotmail.com)



# 1/8<sup>th</sup> Stock Cars Clubs and Contacts

## ADUR

**Adur Recreation Ground  
Shorham By Sea  
BN43 5LT**

<http://www.adurrc.org>

Ricky Slater  
Tel: 07881633906  
rickyslater26@hotmail.com

### TRACK SITE DIRECTIONS.

The track is situated on Adur Recreation Ground, roughly 5 miles from Brighton and 5 miles from Worthing.

From the M23/A23, continue south to the outskirts of Brighton, and take the exit sign posted A27 Worthing.

Once on the A27, (from East or West), follow signs to Shoreham. Take the turnoff which is midway across the Shoreham Flyover, over the river Adur. Take the South exit from the roundabout under the flyover, sign posted A283 Shoreham. You will pass the Red Lion, and the Amsterdam pubs on a mini roundabout.

Continue South to the Shoreham roundabout. Turn right at Bridge Inn, over the river. First right after the bridge is the entrance to the track, but you cannot turn here. You must proceed to next roundabout and double back. On entering the recreation ground, go over speed humps, through car park then through the green gate.

Postcode for Sat-Nav is BN43 5LT

### NOTTS & DERBY

**Birnam's Sports & Social Club  
Halls Lane  
Newthorpe  
Nottinghamshire  
NG16 2DE**

Mark Whittaker  
Tel: 07920485615  
mrcwitt@btinternet.com

### TRACK SITE DIRECTIONS

From Junction 26 of the M1, head west along the A610 dual carriage way towards Heanor, in 2 miles, just after the B6010 exit, turn left towards the NCB Bennerley Depot and the track site is on the immediate right, into Birnam's Sports and Social Club Football field

# Southern Model Oval Car Club

**Pebsham Recreation Ground**

**Bexhill Road**

**St Leonards on Sea**

**East Sussex**

**TN38 8AR**

<https://www.facebook.com/Southern-Oval-Model-Car-Club-281450640900/>

Mick Betts /Colin Packman

Tel: 07828661871

nikkibetts22@hotmail.co.uk

## TRACK SITE DIRECTIONS.

From the North – A21 to Hastings, Sedlescombe Road (North to mini roundabout), follow signs to St Leonards, through traffic lights onto Sedlescombe Road, for ½ mile. Signs for Brighton, to traffic lights, turn right (Bexhill Road), in approx 1 mile on right, Freshfields landfill site, follow access road for 300 yards, sign to Hastings track on right.

From the West – From Brighton follow A259 to Hastings at roundabout (Mc Donalds on right) follow signs to Hastings town centre, Bull Inn pub on left, go 300 yards then 2<sup>nd</sup> left, Freshfields landfill site, follow access road for 300 yards, sign to Hastings track on right.

From the East – Follow signs for Hastings town centre, then signs for Bexhill / Brighton A259 along seafront, under railway bridge to traffic lights, straight through second set of lights, Freshfields landfill site, approx ½ mile on right, follow access road 300 yards, sign to Hastings track on right.

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**Mick Betts 07828 661871**  
OR  
**Nikki Betts 07999 258568**  
Email Mick or Nikki at  
**nikkibetts22@hotmail.co.uk**



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*(workshop at rear of above address)*



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# NORA

## **Marley Activities & Coaching Centre**

**St George Sports Field**

**Marland Road**

**Keighley**

**Bradford**

**BD21 4DB**

Dick Batty

Tel: 07966387562

dbrfabrications@gmail.com

### TRACK DIRECTIONS

From the North, M6 – A65 follow signs for Skipton / Keighley then the A629 at the end of the bypass take exit past the Cougars rugby ground to roundabout to go across onto dual carriageway to next roundabout, the sports complex is the 2<sup>nd</sup> exit. From the south M1-M62 West (Bradford/Manchester) A62 Bradford, A650 Bradford, B6135 A647 Leeds Road then A6181, A650 Keighley. Once in the sports complex turn right as you go through the entrance, you will see a dirt road follow this keeping the football pitches on you left. Follow path to the left and track entrance is up the slope at the far end of the field.

### RADIO STOCK CARS LEICESTER

## **Lakeside Raceway**

**Stanton Lakes**

**Broughton Rd**

**Stoney Stanton**

**Leicester**

**LE9 4JA**

<http://www.rscl.info>

Mick Goodhall

Tel 01455 284485

mickgoodhall5@gmail.com

### TRACK SITE DIRECTIONS.

From the North – Leave M1 at J 21 take M69 towards Coventry, Leave M69 at J2 at roundabout take 1<sup>st</sup> left towards Sapcote. Go through Sapcote until T Junction with B4114, turn left and follow B4114 passing garage on left and the Mill on the Soar pub on right.. Before traffic lights turn left along B581 Stoney Stanton, ½ mile along this road turn left into Stanton Lakes centre.

From the South – Leave M1 at J18 Crick and take A5 towards Lutterworth, keep going along A5 till you get to B4114, turn right towards Sharnford and follow road through one way system, keep going for approx 3 miles, garage on left, Mill on the Soar pub on the right, before traffic lights turn left along B581, Stoney Stanton, ½ mile along this road turn left in to Stanton Lakes Centre.

# 1/8th Stock Car Racing

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 1/8ths, 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!



# 1/12<sup>th</sup> Stock car Section of the BRCA



## **The Cars**

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

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

## **Type of Track**

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

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

## **Racing**

Most clubs race on an evening all year round , with heats of upto 8 cars racing for 5 minutes., with 3 or 4 rounds and a final. This is full contact racing, and it isn't necessary to be the fastest, but be skilful in how you handle or avoid the hits that brings the success.

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

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

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

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

## **Other**

One thing that is apparent at stock car meetings, be it National or Club events, is everybody is having fun.

There is a serious side to the sport, winning trophies, points and the World Championships, but the main ethos is

having fun.

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

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

# 12<sup>th</sup> Stockcar Club Information

## Hathern (Leics)

Monday evenings,  
West End Pub, 188 Ashby Road, Coalville, LE67 3LB  
Contact - Allan Inness on 07967 455613

[www.hathernraceway.co.uk](http://www.hathernraceway.co.uk)

Directions:

From M42

Take the A511 (Ashby Road) and follow it (approx 3 miles) until you see the White fronted club on the left hand side. (this is just through the traffic calming)

From M1

Take J22 (A511), straight over at the first 2 roundabouts and then right at the 3<sup>rd</sup> Roundabout. Follow road straight, for approx 4 miles, and the club is the white building on your right.

## Rugby (Warks)

Friday Evenings,  
Rogers Hall, Deerings Road, Rugby  
Contact – Jamie Collins on 07956 140719

[www.rugbystoccarclub.co.uk](http://www.rugbystoccarclub.co.uk)

Directions:

M1 Junction 18

A428 West towards Rugby/Hillmorton

About 3 miles down the A428

Turn right into Deerings Road Rogers Hall is 100yds on the left.

## Urmston (Manchester)

Wednesday evenings and Saturday mornings,  
St. Clements Branch Church, Humphrey Lane, Urmston, Manchester. M41 9PE  
Contact – Chris Darlaston on 07711 137335

[www.urccc.oc.uk](http://www.urccc.oc.uk)

Directions:

From South & East approach by M60 motorway, or A56 via Altrincham & Sale. Leave motorway at J7 (A56) for Stretford. Take left fork at "The Old Cock" pub (A5181).

Turn left about 200 yds at Sandy Lane (B5213), and continue for 1/4 mile, then join other main road. Watch for shops and "The Urmston" pub on R.H. side. Turn right at pub into Humphrey Lane, and the Church Hall is 200yds on L.H. side.

From North & West Approach from M62 motorway, and take M60 ring road south, crossing over the Manchester Ship Canal, and leave at J9. Take second turning into Barton Rd heading for Stretford, passing shops on L.H. side. Proceed for approximately 3/4 mile pass under railway bridge and pass "The Melville Hotel" on L.H.Side. At circle take 5th turning (L.H.Side of Sevenways Garage) into Bradfield Road. Continue along Bradfield Rd., pass small circle at Barkway Road, then take 2nd left into Humphrey Lane. The Church Hall is 50yds on R.H.side just past allotments.

## **Newport Raceway (Fife, Scotland)**

Friday evenings,

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

Contact – Brian Nish on 01382 542804

<http://www.newportraceway.co.uk>

Directions:

Leave the A92 at the Forgan roundabout, after 1/2 mile turn left (just through traffic lights) follow small twisty road for about 1 mile, car park is on the left at the end, follow slabbed path around right hand side of sports centre, scout hut is at the end !  
(sign posted leisure centre from roundabout)

## **Leven (Fife, Scotland)**

Tuesday evenings,

Milton village hall, Milton of Balgonie, Fife

Contact – Neil Ritchie on 01592 772043

<http://www.lmrcc.co.uk>

## **Fordham (Cambs)**

Saturday evenings,

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

Contact Miklos Szabados on 07976 353496

<http://fordhamraceway.weebly.com>

# How to use this section handbook

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

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

## **The application of the rules works thus:-**

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

## **Changing a Rule**

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

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

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

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

## **Summary**

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

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



# 2016 National series

## 1/12<sup>th</sup> Stock Car Fixtures

### **February**

Sun 21<sup>st</sup> – Hathern

### **APRIL**

Sat 2<sup>nd</sup> – Rugby

Sat 30<sup>th</sup> – Fordham

### **May**

Mon 30<sup>th</sup> – Urmston

### **October**

Sat 8<sup>th</sup> – Newport

Sun 9<sup>th</sup> – Leven

English Open TBC

British Open TBC

*For the latest and full 2016 fixture list go to the Stock cars section on the BRCA web Site*

[www.brca.org](http://www.brca.org)



## *1/8<sup>th</sup> Stock Car Spares*



***Contact Paul on 07791493284***

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

# Stock Cars: How to get started

Stock cars are one of the earliest forms of radio controlled cars and their simplicity allows for a lot of home built input. They are quite different to other forms of RC cars available as there are no commercially available kits that can be purchased from model shops or the internet since Mardave stopped production many years ago.

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

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

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

Some of the vendors providing this service are:-

## 1/8<sup>th</sup> Stock Cars

**PD Racing Spares - Paul Dexter** 07791493284 based at Radio Stock Cars Leicester

**46 Oval Spares - Simon Farrer** 07968621022 based at Notts and Derby

**Time 2 Race - Micky Betts** 07828661871 based at SOMCC, Hastings

**DBR Fabrications - Dick Batty** 07966387562 based at NORA, Keighley

**M.M.R.D - Bob Mitchell** 01903507211 based at Adur, Shoreham by sea

## 1/12<sup>th</sup> Stock Cars

**MBR - Matt Bennett** - 07853201706 - races at Rugby club

**SKINT - Ben Harding** - 07944360363 - races at Rugby and Hatherthorn clubs

**WRD - Rob Whalley** - 07900554802 - races at Urmston Club

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

You will need to Join the BRCA before you can start racing, This will give you public liability insurance

Useful Links :-

[www.brca.org](http://www.brca.org) Stock Cars section

Facebook 1/8th Stock cars

<https://www.facebook.com/pages/18th-Stock-Cars/105929749565061>

Face book: BRCA 1/12th Stockcars

<https://www.facebook.com/groups/1541764409371446/>

# BRCA 1/8<sup>th</sup> Stock Car Section 2016 Race Dates

## Grading Period One

### March

- 6<sup>th</sup> NORA
- 13<sup>th</sup> Notts & Derby  
SOMCC
- 20<sup>th</sup> **Horst, NL – INDOOR CHAMPIONSHIP**  
ADUR
- 27<sup>th</sup> RSCL  
SOMCC

### April

- 3<sup>rd</sup> **ADUR – Southern Round 1**  
**NORA – Northern Round 1**  
**Notts & Derby – Midland Round 1**
- 10<sup>th</sup> NORA  
RSCL
- 17<sup>th</sup> Notts & Derby  
SOMCC
- 24<sup>th</sup> ADUR  
NORA  
Notts & Derby  
RSCL
- 29<sup>th</sup> RSCL

### May

- 1<sup>st</sup> **SOMCC – National Round 1 & Southern Round 2**
- 8<sup>th</sup> ADUR  
NORA  
Notts & Derby  
RSCL  
SOMCC

## Grading Period Two

- 15<sup>th</sup> **NORA – Northern Round 2**  
Notts & Derby
- 22<sup>nd</sup> **Venray, NL – EUROPEAN CHAMPIONSHIP**  
ADUR
- 29<sup>th</sup> **SOMCC – Southern Round 3**  
NORA  
RSCL

## June

5 <sup>th</sup>	<b>RSCL – National Round 2 &amp; Midland Round 2</b>
10 <sup>th</sup>	RSCL
12 <sup>th</sup>	Notts & Derby
19 <sup>th</sup>	ADUR
	NORA
	RSCL
	SOMCC
26 <sup>th</sup>	<b>SOMCC – BRITISH CHAMPIONSHIP</b>

## July

3 <sup>rd</sup>	ADUR
	Notts & Derby
	RSCL
10 <sup>th</sup>	NORA
	Notts & Derby
	RSCL
	SOMCC
22 <sup>nd</sup>	RSCL
24 <sup>th</sup>	<b>NORA – National Round 3 &amp; Northern Round 3</b>
	ADUR

## Grading Period Three

30 <sup>th</sup>	SOMCC – Gold Cup
31 <sup>st</sup>	SOMCC – Gold Cup
	Notts & Derby

## August

7 <sup>th</sup>	<b>RSCL – ENGLISH CHAMPIONSHIP</b>
	ADUR
14 <sup>th</sup>	NORA
	Notts & Derby
	SOMCC
21 <sup>st</sup>	<b>RSCL – Midland Round 3</b>
	<b>SOMCC – Southern Round 4</b>
	NORA
28 <sup>th</sup>	<b>ADUR – National Round 4</b>

## September

2 <sup>nd</sup>	RSCL
4 <sup>th</sup>	SOMCC
11 <sup>th</sup>	<b>RSCL – WORLD CHAMPIONSHIP</b>
	ADUR
18 <sup>th</sup>	NORA
	Notts & Derby
	RSCL
	SOMCC
25 <sup>th</sup>	<b>Notts &amp; Derby – National Round 5 &amp; Midland Round 4</b>
	ADUR

## October

2 <sup>nd</sup>	NORA- <b>Northern Round 4</b>
	RSCL
	SOMCC
9 <sup>th</sup>	ADUR
	NORA
	Notts & Derby
	RSCL

### End of Grading Periods

23 <sup>rd</sup>	<b>NORA – CHAMPION OF CHAMPIONS</b>
	ADUR
29 <sup>th</sup>	TBA (near Gaydon) – Stock Car section AGM
30 <sup>th</sup>	Gaydon – BRCA AGM

## November

20 <sup>th</sup>	RSCL – AGM
27 <sup>th</sup>	SOMCC – AGM

## December

27 <sup>th</sup>	RSCL
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# 1:8th Stock Cars Construction Rules 2016

1. Models are to be 1/8 scale and a reasonable representation of a BRISCA Formula One or Spedeworth V8 Stock Car. (Note, reasonable representation means bodyshell must have NO wheel covers and must not extend over the side bumpers)
2. Overall length to be between 450mm and 410mm.
3. Overall width to be between 240mm and 210mm
4. Wheelbase to be any length providing the wheels are kept within the confines of the chassis.
5. Front and rear bumpers must be fitted with a contact surface of between 12mm and 16mm (or imperial equivalent). Distance between the underside of the bumper and the ground to be between 30mm and 45mm
6. Over riders must be fitted to both front and rear bumpers. Front to be between 45mm and 25mm high. Rear to be 25mm maximum.
7. Main chassis rails, bumpers and over riders to be constructed of mild steel. All chassis rails and bumper ends to be capped/ plugged and have no sharp edges.
8. Nerf bars (side bumpers) must be fitted. They can be constructed of any material and must be between 6mm and 12mm thick and have a continuous contact surface a minimum of 100mm long. They may project beyond the outer edges of the wheels but must still be within the maximum width (Rule 3).
9. Any type/make of tyre may be used with a maximum diameter of 82.5mm and a maximum width of 35mm. The diameter to be measured at the centre of the tread.
10. The height of the body, measured from the ground to its highest point, to be a minimum of 133mm (5 ¼") excluding any aerofoil.
11. Aerofoils, if fitted, must be made from plastic and have no sharp edges and must not extend beyond the outer edges of the wheels, this to be a static check. The maximum width and length of the centre panel to be 152mm. The upright fin to be a maximum height of 150mm measured from the centre panel.
12. Maximum weight 4.0kg. Minimum weight 3.5kg. Weight to be taken as ready to race with a full tank of fuel. A concession of 4.2kg maximum will be made for wet conditions. The decision of what constitutes wet conditions will rest with the committee of the host club.
13. Maximum engine capacity is 3.5cc (0.214ci). The centreline of the engine's cylinder must be to the right hand side of the car (when viewed from the rear).
14. Any 3.5cc engine may be used with any carburettor combination. Any driver may challenge the capacity of another's engine by submitting a £75 bond. The engine's capacity will then be tested. If found to be under the 3.5cc limit, the bond will be passed to the driver of the 'challenged' engine. If found to be over the 3.5cc limit, the bond is returned to the challenger and the driver of the oversize engine will be banned for life from 1/8 Stock Car racing worldwide
15. All engines must be silenced to the satisfaction of the meeting organisers but must be below 80db at 10m or 95db at 1m high and 1m from the track side.
16. All exhaust systems must be contained within the bodyshell except for the outlet pipe. All outlet pipes must point downwards towards the track surface.
17. No chain driven cars may compete.
18. The power source of all cars at a race meeting will be by I/C engine only
19. Brakes may be fitted. For the purpose of BRCA General Rule 4, the positive means of stopping is the track barrier.
20. External roll bars are not permitted for racing.

21. Any part of the car may be substituted at a meeting EXCEPT the chassis.
22. Cars are limited to front wheel steering and rear wheel drive via a solid, non-flexible rear axle. Any type of bearings may be used on both front and rear axles but differentials/limited slip devices and one way bearings are strictly forbidden. Any style of front axle may be used.
23. No tyre additives may be used.
24. Cars must be fitted with a one or two piece bodyshell of plastic or glass fibre recognisable as being in line with Rule 1. The bodyshell must be firmly fixed to the chassis for racing irrespective of the number of pieces.
25. All cars will drive through a single gear/ single belt configuration. Gearboxes/ multi drive units are prohibited.
26. The driver's name and race number must be visible from the right hand side (when viewed from the rear) of the car. Nicknames and abbreviations are allowed. The race number is to be a minimum of 19mm (3/4") high.
27. The driver's grade must be reflected by the colour of their roof wing. If a roof wing is not used the cab of the body must be painted with their grade colour down to the body's waistline.
28. Engine protectors may be fitted but must have NO sharp edges. The practice of using bolts with the head uppermost is strictly prohibited.
29. Should any construction rule be changed at an AGM that rule cannot be changed again for at least the next 3 seasons.
30. Prototype cars may be used at BRCA sanctioned meeting. They must be registered with the section scrutineer and must still comply with rules 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 23, 24, 26 & 27.
31. The holders of titles should display the following indicators on the roof/wing of their car.  
  
World Champion – Gold Roof  
European Champion – Red & Yellow Chequered Roof  
National Points Champion – Silver Roof  
National Series Champion – Two 12mm wide Silver Stripes  
British Champion – Black & White Chequered Roof  
English Champion – St George's Cross  
Champion of Champions – One 12mm Silver Stripe  
Regional Champions – One 12mm Black Stripe
32. Holders of the junior versions of the titles are required to display the same indicators and include the word "Junior" alongside the symbol.
33. Only the holders of these titles are permitted to carry the above symbols. Any driver not holding one of the aforementioned titles but displaying these symbols will be required to remove it before being allowed to race.
34. Scrutineering must be performed on all of the above prior to every Major, National or Regional meeting by the host club. The Regional reps should assist the club scrutineer should there be any issues.

# 1:8th Stock Cars Procedural Rules 2016

## 1. Recognised clubs.

1.1 Only clubs that are affiliated to the BRCA and fulfil the following criteria will be recognised.

1.1.1 The club has, as one of its assets, a racing surface surrounded by a barrier that conforms to the minimum dimensions laid out in section 3 (Track Barrier).

1.1.2 The club has a full meeting schedule (minimum 12 meetings) evenly spaced between the 1<sup>st</sup> Sunday in March and the Sunday prior to the Champion of Champions meeting in October. This excludes any WEMSA meetings. All meetings should be open to all Oval section members. All meeting dates must be publicised via an Oval Section approved media.

1.1.3 The club has access to a computerised lap counting system

1.1.4 The club will run all meetings to the rules laid down in the BRCA Oval Section Race Rules.

1.1.5 The club will have a constitution and elected officials

1.2 Recognised clubs at present are. NORA, Notts & Derby, RSCL, SOMCC and Adur

1.3 Only clubs recognised by the Oval Section are eligible to host meetings of any kind.

## 2. Safety

2.1 Each club shall have a 1<sup>st</sup> aid kit available for self-administration.

2.1.1 Each club shall have a suitable fire extinguisher available close to the pit area.

2.2 No work of any kind shall be performed on a car within 1m of the track where feasibly possible.

2.3 No repair work shall be carried out to a car on the infield or racing surface of the track.

2.4 Drivers must only use the designated pit area to `pit` in and no driver shall be allowed to set up any equipment adjacent to the track. If necessary, `dangerous` area should be roped off.

2.5 Cars must not be thrown when marshalling.

2.6 In the event of a marshal falling in the track, race control must stop the race immediately. Drivers should also stop their car immediately and not wait for a stop signal from race control.

2.7 Any driver under the age of 14, over 60 or registered disabled shall not be eligible to marshal. It is however their responsibility to provide a replacement. Any driver not providing a replacement will incur a penalty. Marshalls are required to wear a Hi-Viz jacket if provided.

2.8 Only BRCA members are permitted within the track/pit area. Signs should be posted around the track to identify restricted areas.

2.8.1 Prospective members may be allowed inside these areas only if accompanied by a club or section official.

2.9 Spectators should only be allowed in designated areas behind suitable catch fencing.

2.10 All club members must take action should they see a member of the public straying into a dangerous or prohibited area.

2.11 Smoking is only allowed in designated areas. (BRCA General Rule 9) Anyone breaking this rule will be disqualified and asked to leave the meeting.

## 3. Track Barrier

3.1 The track outer barrier will be a minimum of 150mm (6 inches) high. The track must also have an inner barrier at least 75mm (3 inches) high.

3.2 There must be a catch fence at the ends of both straights and around both bends to arrest the travel of any cars that leave the track.

#### **4. Drivers and Cars.**

4.1 No driver shall be eligible to compete in and BRCA meeting unless –

- i) Their car conforms to the current Oval Section construction rules.
- ii) They are in possession of a valid BRCA membership card.
- iii) They are in possession of a recognised Oval Section club membership card.
- iv) They are in possession of a valid Oval Section race number card.
- v) They are a member of a recognised national body in their country of residence

These cards can be required for inspection by race control at any meeting.

4.3 Race number 1 is reserved for use by the world champion. His or her own race number will be held until the end of their reign.

4.4 Race number renewals become due on January 1<sup>st</sup> each year at a cost of £10 for seniors, £5 for juniors, over 60s and non-racing members. Half price is levied for anyone joining or renewing after June 30<sup>th</sup>.

4.5 A driver's entitlement to a particular race number will be surrendered if they fail to renew for a period of one year.

4.6 Eligible race numbers are 1 to 999. No 4 digit or prefix numbers are allowed. EG 1000 or 007

#### **5 Series Meeting Formats**

5.1 The National Series will comprise 1 round per recognised club that wishes to participate (procedures rule 1.2) each season, with a driver's lowest score to be discarded. At each meeting a final will be run for both the top 6 qualifiers (in line with rules 5.5 and 5.7) and the top 6 juniors (under 16 at 1<sup>st</sup> March each year). The junior final will only be run if there are a minimum of 3 juniors present. Trophies will be awarded to at least the 6 competitors of the main meeting final.

5.1.1 Each Regional Series will comprise 4 meetings to be shared between all recognised clubs within their Region. A driver's best 3 results from the 4 rounds will count towards their Series total.

5.2 Only clubs recognised by the Oval Section are eligible to host meetings of any kind.

5.3 The venues, dates and start times for Major, National and Regional meetings will be allocated on a rotation basis by the section committee. Each region will have at least 2 national meeting per year.

5.5 All drivers will have 4 qualifying heats with their best 3 scores to count towards their qualifying total. In the event that there are more than 54 entrants, the race organisers can, at their discretion, reduce qualifying to 3 rounds with the best 2 to count.

5.5.1 In the event of there being tied qualifying scores, the higher 'throwaway' score will decide the final positions. If still tied, the split time (if recorded) will be used. If still tied and both drivers would qualify, then a coin toss will decide the final order. If only 1 would qualify then a 15 lap race off will take place.

5.6 The heats should be 'shuffled' at least once during a meeting and a 'lunch' break taken after 2 rounds.

5.7 All Major, National and Regional meetings (Except the Champion of Champions) will be run as rule 5.5 ending with the top 2 qualifiers progressing direct to the meeting final, with the next 12 moving to 2 semi-finals. The top 2 from these will make up the 6 car final. The following criteria are to be applied to decide the make-up of the semi-finals. If there are more than 36 drivers entered then a Quarters, Semis and Final format will apply.

5.8 The seeding of any quarter finals and semi- finals will be by the `snake` method by qualifying score or laps scored.

5.9 The losing quarter/ semi-finalists will marshal for the subsequent finals.

5.10 The 3 Major meetings will take place on set dates each year.

The British Open will be held on the last Sunday in June or the first Sunday in July with the English Open on the last Sunday in July or the first Sunday in August. The Champion of Champions will be held on the last but one Sunday in October. Junior (under 16 at 1<sup>st</sup> March) finals will also be run at these meetings (provided 3 or more juniors are entered). If there are more than 6 entered then the top 6 from the qualifying heats will make up the finalists. If less than 3 the title will be awarded to the highest placed junior from the qualifying heats. Trophies are to be awarded to ALL finalists in both categories.

5.11 The Champion of Champions will run a Quarters, Semis, Final format with no direct qualifiers. The "snake" method will be used to decide the make-up of these races. The heats for this meeting are "seeded" and fixed for the whole of qualifying. The seeding's are taken from the final National Points table for the season with the last heat of each round being made up of the 6 highest placed entrants from that list, the penultimate heat of the next 6 and so on.

5.11.2 The number of drivers in each heat may be adjusted to take account of the number of entrants with the exception of the last which must always have 6 drivers at the start of the meeting.

5.12 Race day organisation and preparation for all meetings will be the responsibility of the host club including - heats order, lap scoring, the organisation of marshalling, scrutineering and practice sessions, the availability of pit space and frequency pegs and any repairs to the track, track barrier and safety fencing that may be required.

5.12.1 The BRCA reps will mediate in any disputes. At no time should a driver take a complaint to race control.

5.12.2 No drivers will be substituted into a quarter, semi or final in place of drivers who have left the meeting.

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

## **6. Tie Breakers.**

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

## **7. Race Fees**

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

All meetings will be open to all section members with entries being taken only on the day of the event.

Current Fee is £10 per entrant (£5 for juniors / senior citizens).

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

## **8. Penalties.**

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

## **9. Series Points Scoring.**

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

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

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

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

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

## **10. Trophies.**

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

These are to be provided by the host club.

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

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

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

These are to be provided by the section.

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



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# 1:8th Stock Cars Race Rules 2016

1. All races will be run in an anti-clockwise direction with a maximum of 6 cars.
2. All races will be hand held start
3. All races will start with cars in grade order.
4. Race starts should be made as follows. (Where possible over a P.A. system)
  - i) The marshals will be called by name.
  - ii) The drivers will be called by name and a clock started for a minimum 2 minute "warm up" period.
  - iii) Drivers should be given an audible warning at 2 minutes, 1 minute and 20 seconds.
  - iv) All cars should be driven to their "starter" at the 20 second warning and be held ready for the race start.
  - v) All races will start with a siren/hooter and a green light.
  - vi) All races will stop with a siren/hooter and a red light.
5. Once a race has started, stalled or repaired cars may be returned to the track at the discretion of the race director provided no other cars are obstructed/ impeded.
6. Should the bodysell or silencer of any car become detached during a race it must be removed from the track and repaired before it can continue racing. If the driver concerned continues racing no laps will be counted.
7. Once the 2 minute warning is given and the clock started, it is recommended that no race should be halted unless race direction deems it necessary. The race should be re-started from the 2 minute signal once all competitors indicate they are ready.
8. All qualifying races (heats) should be comprised of, where possible, an even mix of grades/abilities and be of 4 minutes duration.

## 9. Qualifying.

- 9.1 All meetings will have 4 qualifying rounds with a driver's best 3 scores being totalled to give a qualifying score.
- 9.1.1 At club meetings, alternative formats may be used at the discretion of the host club. (Eg. 3 rounds with all to count.) Whichever format is used it must be communicated to the drivers at the pre meeting briefing.
- 9.2 At club meetings it is recommended that the top 4 qualifiers move straight to the meeting final with the next 6 going to the semi or consolation final. The 1<sup>st</sup> two from this race will then make up the 6 car final which should be of 5 minutes duration.
- 9.3 All driving during practice and racing must be done from the rostrum. Drivers failing to adhere to this rule will incur a penalty.

## 10 Radio Frequencies

- 10.1 Only UK legal frequencies will be permitted
- 10.2 Drivers must only switch on their radio after the 2 minute warning is called for their particular race and must switch off again as soon as possible after their race ends

10.2.1 During practice, drivers using crystal controlled frequencies must only switch their radio on if they are in possession of the appropriate frequency peg.

10.2.1.1 The host club will be responsible for providing a full range of frequency pegs to control practice sessions.

10.2.3 As a courtesy all drivers should have a peg with their name on to place on the `pegboard` in place of the frequency peg so that other drivers are aware of who has each frequency peg.

10.3 No races will be stopped for radio interference. Once the race is over a frequency check will be done. If another competitor is found responsible an average score will be given and frequencies changed

10.4 Should drivers on the same frequency qualify for the same race, the driver with the lower qualifying total will be required to change crystal.

11 It is a driver`s responsibility to ensure the transponder is firmly fixed within their car.

11.1 Race control is responsible for checking that all transponders are working prior to the race start (i.e. during the warm up period) and continue to function during the race.

### **11.2 Incorrect Score Challenges.**

11.2.1 If it is found that the transponder was not fitted by the driver then a zero score will be given,

11.2.2 If the transponder is found to be at fault, an average of the drivers other scores will be given.

11.3 If race control is made aware of a transponder being knocked clear of a car during a race they may use a manual count to complete the race or, at their discretion, apply rule 11.2.2

11.4 - Video evidence, if available, may be used in the event of incorrect scores. It`s validity to be decided by the host club`s committee.

11.5 Once a race has started, if it has to be abandoned for any reason, any driver who has not completed at least one lap of the original running will not be permitted to enter the re-run.

### **12. Practice Sessions.**

12.1 All driving during practice sessions will be done from the drivers rostrum

12.2 There will be a maximum of 6 cars on track at any time.

12.3 At all meetings above `club` level, there should be a minimum of 2 hours practice. No practice is allowed once the meeting has started.

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

# 1:12th Stock Cars Construction Rules 2016

- 1) Models to be a reasonable representation of a full size open wheel (Brisca F1 or F2 type car)
- 2) No car shall be constructed so as to be dangerous to persons or cause damage to competitor's cars or to the track surface. No sharp or protruding objects are allowed on the cars.
- 3) Overall chassis length to be between 285mm and 310mm. Overall chassis width to be a maximum of 160mm.
- 4) Front and rear bumpers must be fitted, and have a contact surface between 9mm and 16mm. The distance between the bumper centreline and the ground must be between 32mm and 41mm. All bumpers must be plugged and have no sharp edges and must be constructed from a non-metallic material.
- 5) Over riders must be bolted to front and rear bumpers. The height from the top of the bumper to the top of the overrides must be between 19mm and 32mm at the front and must have a maximum of 19mm at the rear.
- 6) Nerf bars must be fitted on the same level as the bumpers and attached to the chassis rails with a maximum contact surface of 12mm.
- 7) Body and chassis must be securely joined at the start of race and must remain on car during the race. When initially entered at a meeting the body shell must be neatly finished and complete.
- 8) Bodies and aerofoils must be made from ABS or polycarbonate, metal bodies or aerofoils are not allowed. All windows must be cut out on both Lexan and ABS Shells. The height of the body roof from the floor to be between 88mm and 126mm. Aerofoils if fitted must have no sharp edges and be mounted in a safe manner. The maximum size of the centre panel to be no more than 126mm-126mm, and the side panels 126mm-70mm. The roofs must be painted down to the waistline of the body with the drivers classification colour, if an aerofoil is fitted, this alone may be painted with the drivers classification colour, if the driver wishes. A driver must run their current highest club roof grade. Failure to do so will incur a 25 lap penalty.
- 9) Driver's national race number must be displayed on the exterior of the car, with a minimum height of 10mm. Any colour may be used but it must be legible. Only one racing number allowed per membership. The drivers name must be on the outside of the body.
- 10) The cost of the complete car excluding radio equipment and cells must not exceed £185.00. In the case of scratch built cars the entrant must be prepared to produce replicas of the car if so required for a price of £185.00 or less.
- 11) Aerial tubes to be a maximum height of 200mm from track surface. Steel whip aerials and rollover masts are not allowed.
- 12) Tyres must be foam or rubber, you can change them from kit supplied and use sleeves, Tyre additives are not allowed.
- 13) Tyres must have a minimum 12mm and maximum 26mm width, and maximum 60mm diameter.
- 14) Ball races are allowed on the front and rear axle. Limited slip devices and differentials of any kind are not allowed, solid rear axle only.
- 15) Base plate to be made from GRP only, top chassis to be nylon or polypropylene only.

- 16) Front suspension can be used with no damping allowed.
- 17) Radio control receivers carried in the car can have either two devices connected, (normally the steering servo and the speed controller) or 3 channel (can be used for flashing lights for club level or superstars for national level). Receiver battery packs are allowed.
- 18) The use of multiple speed transmissions (gearboxes) is not allowed, any 32dp pitch gears and holders are allowed. Pinion gears; size (number of teeth) is free.
- 19) There is a minimum ground clearance of 3mm, this includes any protruding screws, 1mm clearance for spur gear.
- 20) Servo savers, track rods and track rod ends can all be up-rated from kit supplied.
- 21) All cars must have reverse fitted and working at the start of the race.
- 22) Cars are to be powered by either a brushed or a brushless system as defined below.

#### Brushed System

G2 2010 Brushed motors (only) These must remain unopened, and unmodified – External motor bearings are NOT allowed.

Motor cleaning fluids / additives are allowed.

Cars will be powered by a maximum of 6 sub C sized batteries with 1.2v nominal voltage, conforming to the current Electric Board battery list.

Brushed Speed controllers are without restriction providing that they include an operating reverse function and are commercially available with a recommended retail price not exceeding £65

#### Brushless system

10.5 brushless - . Speed Passion v3 10.5t motor only with standard 10 degree sensor plate and factory pink/purple rotor as per factory issue.

All cells used in any competitions MUST be hard-cased. Soft cases or no cases are not allowed.

Cars to be powered by a 1S Lipo with a maximum nominal voltage of 3.7v. conforming to the current Electric Board battery list.

One of the following Brushless speed controllers the Pace 45R or Pace 60R speed control must be used.

ESC must run in Blinky Mode i.e. the "ROAR blinking LEDs mode."

- 23) For drivers wishing to develop or modify cars, this should be done and tested at club level. The next stage maybe to test at National level, with the consent of the committee. Any testing at Nationals, will lead to the driver going to the last position after qualifying ie if there are 20 drivers competing, after qualifying the testing driver will be deemed to be 20th. No testing driver will pick up any points for the series or receive any trophies.
- 24) If you intend to alter your car in any way that is not covered by the rules, you must check with the class scrutineer, for approval. We expect all drivers to use common sense when modifying cars and to enter into the spirit of the sport.

The Section reserves the right to retain a speed controller and motor after the conclusion of a meeting to measure its performance against the above criteria in a controlled environment. The equipment, or identical new replacements, will be returned to the competitor within 5 working days. Sanctions may be taken against a competitor and/or manufacturer if a controller is found to be non-compliant.

## 1:12th Stock Cars Procedural Rules 2016

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

### General Rules

- 1) The Chairman and Secretary positions elected at the section's AGM shall be held for two years. These positions should be elected on alternate years.
- 2) The committee reserves the right to amend the rules as required, after consultation with promoters.
- 3) Any competitor found to be in contravention of the spirit of the sport or rules will be disqualified from that meeting, be it at club or nationals events etc and will serve a suspension period deemed appropriate by the committee.
- 4) A Junior must be under the age of 16 at the start of the season and shall remain a junior for the entire season. The start of the season is defined by the date of the first 12th Stock car National

### General National & Open Race Meeting Rules

1) All National meetings will be arranged by the event organiser with entry forms. Entry forms to be generally available at least one calendar month prior to the meeting. Entry fee will be paid with return of entry form. Entry fee to be £5.00 per junior and £8.00 per adult. BRCA membership cards must be shown during booking in procedure. It is advised that any club holding a BRCA sanctioned event should include an agenda of the meeting with the entry form.

This agenda to cover such items as:

- a) Venue, date, and approximate times of practice, heats and finish time.
  - b) Contact names, addresses and phone numbers.
  - c) Closing date for entries.
  - d) Any special requirements of the venue ; power points, lead acid batteries etc.
  - e) Details of available refreshments.
  - f) Entry forms must include a space for the driver's BRCA membership number & official BRCA race number.
  - g) Notify if concourse event will be run.
- 2) Entries to be compiled via the club promoter or nominated club representative.
  - 3) Drivers must supply 3 frequencies for each class entered , not 3 split between classes.
  - 4) Lap scoring at all national meetings to be carried out by an approved automated lap counting program, on a reliable computer system approved by the committee.



5) A suitable audible signal will start each race.

6) The following officials must be present at each sanctioned event: Race Director, who must be present throughout the meeting. Chief Scrutineer, who will ensure that all cars meet the requirements of the rules. BRCA Steward, who has absolute authority at race meetings and is responsible for interpretations of the rules.

7) Health and Safety. These rules are mandatory and the meeting may not proceed until the BRCA steward is satisfied that these have been observed:

a) A first aid kit is to be made available for self-administration. This is to be held in an easily accessible area (at club official's discretion).

b) Fire extinguishers should be available at all venues.

c) Junior members aged 10 or 11 years of age will only be permitted to marshal if :

They wish to do so.

They use a marshalling stick.

They do not walk on the racing area whilst the race is in progress.

d) If drivers are to stand on a rostrum over 2 foot in height e.g. stage or platform then a suitable fixed front barrier is required and must meet the satisfaction of the safety officer or BRCA steward in attendance.

8) All open and national meetings shall be run on carpet. Minimum track width is 1 metre. Start lines must be clearly visible.

9) National venues to have minimum six power points available for competitor's use.

10) Lap scores may only be questioned by the driver involved. A parent or guardian can represent a junior member.

11) Drivers to marshal races as instructed, failure to comply will result in a 25 lap penalty from their total qualifying score.

12) Code of conduct Any misconduct by a driver or their pit crew may be penalized at any committee member's discretion. Drivers or pit crew who fail to observe the code of conduct will be disqualified from the meeting.

13) Drivers shall be responsible for the collection and fitting of the correct transponder in their car.

14) All competitors will drive from the designated position. Failure to comply will result in the loss of that race's score.

15) Any car losing a wheel or tyre during a race must be removed from the track and have it replaced. Failure to comply will result in immediate disqualification from that race.

16) Any repairs to vehicles must be affected off the track.

17) Once a race has started, the changing of cells is strictly forbidden.

18) Transmitters must be switched off whilst not racing. External battery packs for radio transmitters are not allowed. Voltage supply to the transmitter may not exceed the manufacturer's recommendations.

19) Protests must be in writing and must include a £10.00 fee. This fee is refunded if the protest is upheld. If a standard motor is protested and found to be legal then the value of the motor is reimbursed to its owner.

- 20) Only legal transmitter frequencies may be used and all equipment must conform to the current regulations.
- 21) The number of events to count towards the National Championship will be half (rounded up) plus one.
- 22) There shall be a minimum of 10 minutes practice for each class being raced at the meeting. Practice shall be allocated either by Peg Board or by structured practice heats. The minimum time allowed between heats will be 3 minutes.
- 23) Trophies to be given out as soon as possible to allow people who have travelled a long way to start their journeys earlier.
- 24) Trophies will be awarded to 1st, 2nd & 3rd in the A final. At all meetings there shall be trophies for best blue, yellow & white roof grades and there will also be a trophy for best junior. Race promoters may award trophies for Concourse and any other awards as they see fit. Trophies must be of reasonable quality.
- 25) At all national meetings the cars will be scrutineered by the BRCA official scrutineer or deputy or official club scrutineer before each heat and before & after finals. A scrutineering box and gauge to be made available for all BRCA meetings.
- 26) If a motor is changed, the scrutineer must approve it. Failure to get the motor approved will result in loss of any results whilst using the new motor.
- 27) Any body-shells entered in the concourse event must be run for the duration of the event
- 28) At the end of the meeting, all score sheets to be given to the BRCA points compiler who will check all results and be responsible for the distribution of the points tables.
- 29) Competitors will be awarded 5 points for every National meeting attended. Points will be added to the competitor's score after the final round.
- 30) The World Champion will have a gold roof, and may not be graded lower than Superstar for a four-year period after the title win. The National Senior Points Champion will have a silver roof, and cannot be graded lower than red for five years. The European Champion will have a red/yellow chequered roof and cannot be graded lower than red for two years. The British Open Champion will have a black/white chequered roof and cannot be graded lower than red for two years. The Ladies National Champion will have two 10mm pink stripes. The Junior World Champion will have a 10mm gold stripe. The Junior National Points Champion will have a 10mm silver stripe. The European Junior Champion will have a 10mm red/yellow stripe. The English Open winner shall have the flag of St. George on the roof. The Scottish Open winner will have the flag of St. Andrew on the roof. The Welsh Open winner shall have the flag of St. David on the roof. All open roof colours will only last for a twelve month period after the title win. All club champions or points champions shall have flashing lights or two gold stars and be recognised at national level. National grading will apply to all racers except those who have never raced at a national meeting before who will be allowed to start at their club grade. Only novices new to radio controlled racing may be graded as a white top roof. If a driver is a member of multiple clubs then their highest grade will apply at national level. A driver may not drop more than one grade through lack of attendance. A driver may not drop below yellow through lack of attendance.
- 31) There will be one Race Number list for 1/12<sup>th</sup> Stock cars. Drivers racing in the previous years' series shall be able to keep their previous Race Number, provided they have registered with the Number Secretary by 28<sup>th</sup> February of the following year. If not registered by this date, previously used numbers can be applied for. All unused numbers to be issued on a first come basis.
- 32) National dates are to be finalised by 1st March.

33) The world champion has the option to display the number 1 on their car for however long they hold the championship title.

### **Stockcar Racing Rules 2016**

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

2) Three rounds at each meeting to count, qualifying format is best three from four. Races will start in graded order, commencing with white grades on the back straight opposite the start/finish line, then yellow a quarter lap down, blue grades a further quarter behind and so on. Finals and consolations will start in qualifying order from the start line. The race format is eight cars in the final consisting of the top 7 qualifiers plus the winner from an 8-car consolation race. Minimum five, maximum nine cars in any one race. This applies at organizational stage only. A tie at any national meeting will be decided by the highest lap score of any round followed by the next highest etc., then if still a tie, it will be decided on split times of the highest lap.

3) Stockcars will race anticlockwise on an oval track.

4) The 1/12th Stockcar Worlds will be run biannually opposite the European event. I.e. the Worlds Championships will run on odd years and the European Championships will be run on even years.



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