

# **BRCA**

**BRITISH RADIO CAR ASSOCIATION**

## **1/8th Rallycross Section Handbook 2016**



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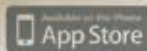
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## Introduction

Produced by the 1/8th Rallycross Section, this handbook is intended to give a guide and introduction to the sport for newcomers and members who have raced before. The Handbook provides a list of the Section Committee members, the Section rules and a copy of the 2016 calendar.

It is the responsibility of every member and event organiser to be familiar with the contents of this Handbook.

The BRCA was formed some years ago and the 1/8th Rallycross section is an integral part of the organisation. The Association promotes and supports model car racing, both in this Country and abroad. Since 1983 the section has run a full season of race meetings, from April to September, with 4 championships now in place – the National Championship, the Clubmans, the Junior, and the Over 40s Championships.

In the 2016 season, there will again be five, 2-day meetings with a drivers' best four results scoring towards each relevant championship. You will not only be racing for the Championships, but the top drivers will be offered places for the European Championships, where you could represent your country.

The section provides a free shield to every driver who has competed in 4 or more meetings, giving all relevant results. This is presented at the end of the season – if you do not require this, please let us know.

Please remember that to enter a BRCA sanctioned meeting you must be a fully paid up member of the Association and your mechanics must also be BRCA members, as this is to insure full insurance cover to safeguard meeting organisers. You must also own a personal transponder and bring a luminous yellow jacket for your mechanic (or if you intend to mechanic yourself).

I hope this guide is useful and that you enjoy the racing and friendship at BRCA meetings.

Good luck.

**Kevin Griffin** – 1/8th Rallycross Chairman

## How to use this section handbook

This booklet is aimed at competitors or officials for the 8th Rallycross class, enabling them to have the information required for the class at all times. 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. 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 understood the General Rules - ask an Executive official as appropriate for clarification if you don't.

### **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; send it to the Section Secretary who will liaise with you to ensure it's then voted on at their section conference.

Association General Rule including the Constitution; send it to the 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 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 the way 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.

## BRCA 8th Rallycross Section Officials

**Chairman and EFRA Representative:** Kevin Griffin

T: 01584 877422 M: 07967 126451 E: k.griffin123@btinternet.com

**Treasurer and Entry Secretary:** Suzanne Griffin

M: 07849 068275 E: k.griffin123@btinternet.com

**Secretary:** Mark Stitson

E: mark.stitson@yahoo.co.uk

**PR Officer:** Tony Truman

M: 07540 110032 E: tonytrumanuk@gmail.com

**Website Co-ordinator:** Matthew Box

M: 07830 215213 E: matt@rcpb.co.uk

**Chief Scrutineer:** Andy Conroy

M: 07967 649685

**Clerk of the Course:** Lewis Millman

T: 0121 244 4141

**Liaison Officers:**

Mike Powell M: 07889 009480

Richard McKenzie M: 07970 324256

Helen Cole: M: 07973 405536

# BRCA 1/8th Rallycross National Calendar 2016

	<b>Event</b>	<b>Venue</b>
<b>April</b> 9th – 10th 16th – 17th	<b>BRCA 1:8 Rallycross National (R1)</b> <i>Euros B Warm Up/GP</i>	<b>Deerdale</b> <i>Portugal</i>
<b>May</b> 6th – 8th 21st – 22nd	<i>Euros A Warm Up/GP</i> <b>BRCA 1:8 Rallycross National (R2)</b>	<i>Spain</i> <b>Kent</b>
<b>June</b> 10th – 12th 25th – 26th	<i>EFRA 1:8 Rallycross Euros B</i> <b>BRCA 1:8 Rallycross National (R3)</b>	<i>Portugal</i> <b>Herts</b>
<b>July</b> 5th – 10th	<i>EFRA 1:8 Rallycross Euros A</i>	<i>Spain</i>
<b>August</b> 6th – 7th	<b>BRCA 1:8 Rallycross National (R4)</b>	<b>Pembrey/Swansea</b>
<b>September</b> 3rd – 4th 17th – 18th 23rd – 25th	<b>BRCA 1:8 Rallycross National (R5)</b> <i>BRCA National Reserve Date (if needed*)</i> <i>EFRA 1:8 Rallycross Euros Open 40+</i>	<b>Slough</b> <i>As required</i> <i>Croatia</i>
<b>October</b> 2nd – 9th	<i>IFMAR 1:8 Rallycross Worlds</i>	<i>Las Vegas, USA</i>
TBC	BRCA AGM	

\*The reserve date would only be used in the unlikely event of a rescheduled meeting being required. For up to date information, see the websites:[www.brca.org](http://www.brca.org) and [www.brca-rallycross.co.uk](http://www.brca-rallycross.co.uk)



# 1/8th Rallycross Rules - 2016

## 1. AIMS

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

## 2. TECHNICAL SPECIFICATION

### A: Dimensions

- [a] Overall length 730mm maximum.
- [b] Overall width 310mm maximum.
- [c] Wheelbase 270-330mm.
- [d] Minimum overall weight: 2WD - 2.5 kilos, 4WD - 3.2 kilos. (The overall weight includes personal transponder and receiver pack, but not fuel).
- [e] Overall height measured from the ground including rollbar at full suspension compression 250mm maximum. [This measurement does not include the receiver aerial.]
- [f] The car shall be measured for width by placing it on a flat base material equipped with two side rails of 120mm height spaced 310mm apart constructed in such a way that the car can roll freely between them. Baseboard and rails must be constructed of high quality board suitably stiffened to prevent distortion. The car must roll freely between the side rails with any steerable wheels set in the straight ahead position irrespective of the compression, extension or roll angle of the suspension.
- [g] The car shall be measured for length and height in a similarly constructed box of internal dimensions 730 x 310mm, which includes provision for checking maximum height.
- [h] The measurement of the wheel base may be made by simple measurement of axle centre distances with the suspension in any position. Race Directors should be prepared to make more exact checks in case of doubt or protest. It is suggested that the wheels are removed and the spindles placed on blocks whilst accurate measurements are made.
- [i] It is the responsibility of the driver to ensure that his car complies with the regulations at all times that it is on the track. Race Organisers may check any car for compliance with the regulations at any time during a race meeting.
- [j] At the end of each qualification heat, all cars (together with fuel bottle) are to be taken to scrutineering immediately. This applies to all cars that have participated at any time during the race. Cars need to be taken before the one minute to start signal for the next heat or in the case of the final heat of qualifying and for any finals, this needs to be one minute from being requested by the Race Organiser/Committee Official. See Rule 15. Cars should be available for collection at the end of the following race.
- [k] If a car is found to exceed the dimension limits on checking immediately after a race, positive proof of race damage may prevent penalty.



## **B: Engines**

- [a] Only internal combustion engines with a maximum capacity of 3.5 cubic centimetres are allowed.
- [b] A fuel tank capacity of 125 cubic centimetres maximum including all piping tubes and filter up to the carburetor is allowed. Any tank (including all piping tubes and filter up to the carburetor) that is found to exceed the maximum capacity shall be removed from the car and inspected for a second time after a "cool down" period of 10 minutes. There is only one cool down period - if the dimensions are still exceeded on this recheck, the car fails (see rule 15).
- [c] Exhaust noise levels should not exceed those set out by EFRA.
- [d] All silencers are to point downwards, i.e. anywhere below the horizontal, must meet EFRA approved regulations, and appear on the most up to date EFRA homologation list (available on request).

## **C: Tyres**

- [a] All tyres must be black, with the exception of side wall lettering.
- [b] Tyres must be commercially available at the time of the meeting for immediate purchase (ie can be bought or ordered at the time).
- [c] It is not permitted to reduce the diameter or width of a tyre by cutting material out. Trimming of spikes is allowed.
- [d] Tyre additives are not permitted under any circumstances.

## **D: Wings**

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

## **3. APPEARANCE**

- [a] Cars shall be a reasonable representation of the style of car used for off-road, desert or trial racing.
- [b] Full bodysells of saloon style are permitted, but they may only be trimmed to expose 50% of the tyres at full suspension depression.
- [c] Openings may be cut in the shell to allow access to fuel filler, switch and engine adjustments. Clearance around such items shall be kept to a minimum.
- [d] Bodysells as described in [c] need not conform to scale but should conform to the provisions of EFRA rules. Acceptance of a saloon bodysell by another EFRA or BRCA section shall be deemed to imply approval by the Rallycross Section for racing purposes.

## **4. RADIO CONTROL EQUIPMENT**

- [a] It is the responsibility of all drivers to ensure that their equipment does not cause interference to others, and that their receiver is not faulty.
- [b] Only BRCA approved frequencies are to be used. Any driver using a 2.4 GHz system cannot call for a frequency check at any time.
- [c] On the day of the meeting, drivers must be able to provide all five crystal choices that have been agreed with the Entry Secretary via the Championship Registration Form, or any subsequent alterations that have been agreed.
- [d] Flags shall not be used on aerials during races.

- [e] Under no circumstances shall a transmitter be taken on to the track.
- [f] All frequency changes must be approved by Race Control.
- [g] It is not permitted to add any additional nicad or dry cell batteries to a transmitter either internally or externally to raise the designed supply voltage above the original manufacturer's design specification, i.e. a six cell transmitter may not be fitted with more than 6 cells, either nicad or dry cell, also any 8 cell transmitter may not be fitted with more than 8 cells, etc. No additional aerial or extension should be added to the driver's radio equipment.
- [h] No electronic device can operate within the car other than the two channels back to the transmitter, a fail safe, a switch, a voltage regulator and a personal transponder (which can only be capable of transmitting timing information to the lap counting computer and no other information to any place).

## 5. ENTRANCE REQUIREMENTS

- [a] Championship Registration and Meeting Entry Forms should be distributed via the Section's publications, may be obtained from the Entry Secretary, or the BRCA Rallycross website. Registration Forms must be submitted to the Entry Secretary before, or at the same time as Meeting Entry Forms are processed. This includes a minimum of five alternative crystal choices which the driver MUST be able to provide at the meeting.
- [b] Entries are to be sent with the entry fee of £30.00 [£15.00 Juniors] direct to the Entry Secretary. Those drivers wishing to enter all five meetings of the BRCA Rallycross Series at the start of the season can do so at a discount, with a total entry fee for the Series of £125.00 [£65.00 Juniors]. The Entry Fee payments are non-refundable (to prevent block bookings).
- [c] A separate Entry Form MUST be completed for EACH meeting. The entrant's BRCA number MUST be given on the Entry Form. Entries will close on the Monday prior to the meeting and late entries will be charged at double the standard fee. All cash payments made on the day of the meeting are deemed to be late entries and incur additional charges as such.
- [d] [i] As soon as a driver enters a meeting, payment will be taken – irrespective of whether that person later in the season actually attends the meeting or not. This is also irrespective of whether notification of non-attendance is given at any later date.
- [d] [ii] Additionally, if a driver is not expecting to attend a meeting as it approaches and does not notify the Entry Secretary directly by a telephone call before the Monday prior to the day of the event, or fails to show at an event at which he/she has entered, that driver will be prevented from racing at the next event he/she is entered or wishes to enter unless a £50 fee is paid, as well as any entry fee due.

Note 1: Even if notification of non-attendance is given, the original entry fee for that event will be banked; it is only the £50 penalty fee before future entry that is waived.

Note 2: In exceptional circumstances, these penalties may be waived but the Committee decision is final.

- [e] In the event of more than 126 entries being received for a meeting, entries will be accepted in the order received, using the postmark as the date of entry.
- [f] All drivers entering a meeting must ensure that they, and any pit crew that supports them, bring their own luminous jacket. These need to be fluorescent yellow in colour. Failure to wear the required jacket would mean no entrance to the track vicinity

[including the pit lane].

- [g] Entrants will be required to provide proof of BRCA membership. Any driver, marshal or mechanic that will be within the track vicinity [including the pit lane] at any time, must be a BRCA member.
- [h] Drivers are to sign in by the start of practice so as to notify race organisers that they are competing on the day. Failure to do so would result in their entry being void and being reallocated to a reserve list driver (where applicable).
- [i] Only one entry per driver will be accepted.
- [j] Those drivers that finished in the top 50 drivers from the prior year's National Championship shall be given a priority entry. All entries (priority or not) will become open at the same time, however priority entries will be allocated to meetings first, up until a certain date (to be determined by the Sectional Committee) before which they need to have been received.

## **6. OFFICIALS**

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

- [a] A Race Director who controls all racing and is responsible for the smooth running of the meeting. Specifically the Race Director controls, in conjunction with the Section Clerk of the Course, the maintenance of the circuit, safety, marshal positioning, manning and substitution and start procedures and delivers the Driver's Briefing.
- [b] A Scrutineer who will inspect cars at random throughout the meeting and will authorise any change of chassis, side rails or car.
- [c] If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Handbook, the majority of the Committee present at the meeting shall be able to make a decision [or interpret on existing rules to make a decision] and that decision shall stand. [Minimum three Committee Members present.]

## **7. DRIVERS-BRIEFING**

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

## **8. TRANSPONDERS AND LAP COUNTING**

- [a] All competitors are to provide and use personal transponders compatible with the race counting system. It is the drivers responsibility to ensure that the transponder is working at all times and is attached to the car for practice, qualifying and finals, and that it is the same as that entered on the Championship Registration Form (or subsequent written notification where changed). Any replacement changes that need to be made to the transponder used by a competitor have to be notified to Race Control, in advance of that transponder being used.
- [b] It is the driver's responsibility to ensure that his/her car and its transponder pass across the timing line supporting the computer aerial for each lap of the track completed. The car must actually cross the timing line between the track markings to have been deemed to complete the lap. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during any race will lose that lap

counted. Other penalties may apply [see Rule 15]. If any parts, such as carbon fibre stone guards are fitted, it is the driver's responsibility to ensure they do not interfere with the lap timing equipment.

## **9. PRACTICE**

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

## **10. QUALIFICATION**

- [a] Qualifying heats shall be of 5 minute duration with a maximum of 9 heats taking place, and a maximum of 14 cars in a heat. Drivers are to be ranked into heats, with the highest ranked drivers entered for the meeting being allocated into the final two heats of the round, the next highest ranking drivers to be allocated into the preceding three heats, the next highest ranking drivers to be allocated into the preceding two heats and the remainder of entrants allocated to the remaining heats. (i.e. 1&2; 3&4; 5-7; 8&9)
- [b] The ranking system will use the average score achieved by the driver at the best 4 of the last 5 National meetings that the driver has attended. For those having scored in less than 4 meetings, it is the average score that counts. A driver needs to have scored points in at least 2 National meetings to be given an average score and hence ranking. Only meetings that have taken place in the two years prior to the start of the season taking place will be used for the purposes of ranking. From the start of the season, meetings will be incorporated into the ranking system and the ranking position for each driver will be updated after each meeting of the season.
- [c] Drivers must stand at their designated numbered position on the rostrum for qualification heats.
- [d] (i) There will be 5 rounds of qualifying heats. Points will be awarded for each round. Tied positions within a round will receive equal points. The points for subsequent positions will be displaced by the number of tied drivers involved. A driver's best 3 scores will be added to give a qualifying position; ties will be eliminated firstly by using discard points and secondly, by use of the fastest overall time.
- [d] (ii) There will be a 5 minute break at the end of each qualifying round.
- [e] Qualification will be run using a "rolling start". All cars will be released from the pit-lane by the Start Marshal, after Race Control has signalled that the warm up period can commence. The warm up period will last for 1 minute 30 seconds. Drivers will be notified when the warm up period has started as well as at 1 minute, and again at 30 seconds to the start of the 5 minute qualification period. They will be notified when the qualification period has started. The 5 minute qualifying period commences when each car crosses the timing line after the expiration of the warm up period. A car not starting its individual clock prior to 1 minute after the first car has completed its first lap

will, at this time, have its clock started and be deemed a late starter.

- [f] When all cars on the track have completed the lap following the expiry of their individual 5 minute period, Race Control will request that all cars return to the pits. Any car not on the track will be given a split time of the last lap completed.
- [g] Drivers and mechanics should wait until the rostrum and pit lane have been vacated before taking up their positions. Radio equipment may be turned on during the prior heat and engines started, as frequency clearance on the prior and following heats should exist.
- [h] On completion of their heat, drivers should go immediately to the marshal point of their car number and relieve the existing marshal. If this is unclear, drivers should report to the start marshal for further instruction. Marshals need to be at their posts prior to one minute to the start of the following race.
- [i] Marshals should wear the distinguishing orange tabards provided. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. should not return cars to the pit lane/mechanic] or at the end of a race should not leave until a replacement arrives.
- [j] The highest heat number will marshal heat one and marshals must be in place for Practice. No person under the age of 12 is allowed on the track or in the pit lane, and drivers under-12 are responsible for providing a suitable marshal. Drivers will marshal the appropriate race themselves, unless agreed by the Race Director.
- [k] At the end of each round, qualifying times and positions will be published, as will the points scores.
- [l] A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc. All mechanics in the pit lane will be required to wear luminous yellow jackets/bibs so that they are as equally visible on the track as marshals.

## **11. FINALS**

- [a] On completion of all qualifying rounds, every competitor will be placed in order and allocated a place in a final. Ties will be decided firstly by discarded points and secondly by using the fastest qualifying laps and time.
- [b] Competitors must have scored points in a minimum of two rounds of qualifying to compete in a final - only if the majority of Committee present at an event agree that exceptional circumstances apply will anyone be allowed to compete in a final without 2 rounds having been scored.
- [c] Finals will be run in double-sided Christmas tree format with a minimum of 5 cars required to constitute a final. The top 20 qualifiers will be placed 10 into each semi-final. The 14 Grand Finalists will be made up from the top 7 drivers from each semi-final. The remaining qualifiers will be allocated to all the remaining finals, as decided by the organisers, to enable the maximum number of participants for the second day's racing in a logical manner. This will usually mean the top 4 or 5 progressing to the next stage, with a maximum of 4 drivers moving up from the 1/4 finals to the semi-finals to create 14 car semi-finals.
- [d] All Sub-Finals will last for 20 minutes, with a Main Final of 45 minutes duration.
- [e] The results of the meeting will be used to allocate Championship points to every competitor, using the lap scores to differentiate between placings in similar finals. In the unlikely event of a tie, qualification times will be used.
- [f] There will be no frequency clearance for finals. Where a frequency clash occurs, the lower qualifier will be requested to change.

- [g] The interval between finals will usually be 5 minutes unless otherwise announced. After each final, the first two minutes of interval will be “dead time” with no engines started or transmitters switched on. After this, an announcement will be made to state the track is open for the next group of finalists. As in qualifying, the next group may not utilise the rostrum or pit area until it has been vacated by the previous finalists. The warm up time shall be a minimum of two minutes.
- [h] Le Mans type starts will be used for finals. Numbers will be placed along the main straight at intervals of at least 5 metres - Where the track does not allow for this spacing, the whole of the main straight must be used.
- [i] Race Control will call 1 minute before the start for cars to return to the pit lane. Mechanics must then wait for an instruction from Race Control before moving to their car’s start position on the straight. No starting equipment may be taken to the start grid by the mechanic (see Rule 15).
- [j] Race Control and not the Start Marshal has ultimate say over the start times of each race. When called to the pit lane by Race Control, the cars must return immediately to their mechanic.
- [k] When appropriate, Race Control will commence a count down from 10 and the Starter will indicate with a flag each increment. At 3 the starter’s flag will be on the ground and Race Control will call ‘cars down’. The mechanics must then place the cars on the track, release them and step back. The count continues to zero when Race Control will start the race by an audible sound [e.g. horn] and the Starter will raise his flag. The race is started by the signal from Race Control, not the Starter’s flag.
- [l] Once the countdown has commenced, no mechanic/car may cross between the start grid and pit lane in either direction until the start is underway and all cars have passed (see Rule 15). A car starting from the pit lane may only join the race when all other competitors have passed the pit exit.
- [m] Officials may call a restart if they deem it necessary.
- [n] The race will be considered complete when all the cars on the track next cross the timing line after the allotted race time has elapsed. The car must actually cross the timing line between the track markings to have been deemed to finish the race. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during any race will lose that lap counted. Other penalties may apply [see Rule 15].
- [o] Drivers moving up may have to make a frequency change.
- [p] Marshalling for finals: The Semi Finalists will marshal the first final that runs and must be available to marshal some other early finals if requested - failure to do so is failure to marshal under Rule 15[a]. For the following finals, drivers will marshal at the numbered point relating to their finishing position in the final they have just completed. It is the driver’s responsibility to ensure that they know their finishing position and go to the appropriate marshalling point.
- [q] For the Grand Final, drivers must provide their own marshal who will stand on the marshal point corresponding to their car number. Until a marshal is on the correct point, they will not be allowed to start the race.
- [r] On completion of their final, drivers not progressing to the next final should go immediately to the relevant marshal point to relieve the existing marshal. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. to return cars to the pit lane] or at the end of a race until a replacement arrives. Marshals should wear the distinguishing tabards provided.

- [s] No person under the age of 12 is allowed on the track or in the pit lane during finals and drivers under 12 are responsible for providing a suitable marshal. Substitute marshals must be competent to carry out duties and be agreed with the Race Director.
- [t] A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc. All mechanics in the pit lane will be required to wear luminous yellow jackets/bibs so that they are equally visible on the track as marshals.
- [u] No 10 minute delay may be called for by any driver before the start of a final.
- [v] Prior to the start of all finals, drivers will be called in turn to the rostrum in grid order. If a driver is not at the rostrum when called, that driver shall go up after the remainder of drivers has been called.
- [w] At the end of all finals, a presentation will be made to the top three drivers in each of the National, Clubman, Junior and Over 40s listings to allow for photos/media requirements.

## **12. TROPHIES**

The BRCA will, at the end of the season, provide all drivers who have attended 4 meetings or more (regardless of qualification into finals) a Shield with plaques engraved with their position for each meeting and final Championship standing. On request, shields may be provided, at minimum cost, for anyone attending less than 3 rounds.

## **13. RACE INTERRUPTION**

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



## 14. PROTESTS

- [a] All protests must be made in writing to the Race Director, together with a £10.00 deposit. If the protest is upheld, this money will be reimbursed.
- [b] Protests regarding timing results must be made within 10 minutes of the publication of the results in question. The protest period of 10 minutes commences when the results are published on the Results Board and announced as such.
- [c] Protests regarding the legality of cars or any other concern surrounding the adherence of Sectional rules must be made in writing, together with the fee, to the BRCA Rallycross Committee.
- [d] Protests regarding refereeing decisions are not permitted as the referee's decision is indisputable.

## 15. PENALTIES

- (a) Championship warnings will be given for:-
  - Leaving a marshal point early, i.e. before being relieved by the next marshal for any practice, heat or final
  - Leaving a marshal point to return car to the pits during a practice, heat or final
  - Failure to be at a marshal point for a practice race, heat or final prior to one minute to the start of the following race
  - Poor marshalling (e.g. talking to others, using mobile phone)
  - Driving in the wrong direction at any time
  - Failure to adhere to Race Control or Referee instruction during practice or heat (e.g. blocking a faster car, failure to return to the pits at the end of practice/heat)
  - Deliberate collision with another car
  - Bad/dangerous driving during any practice, heat or final
  - Taking a transmitter on to the race track
  - Car being slowed/stopped close to/before the start loop, before a driver starts their qualifying heat time
  - Bad language or behaviour at any time across a race weekend, including breach of the Camping Code of Conduct (see Guidelines)
  - Using a mobile phone at any time within the track vicinity (including pit-lane and rostrum)
  - Smoking at any time within the track vicinity (including pit-lane, rostrum and scrutineering area)
  - Driver or associated person entering Race Control unless accompanied by the Race Director or a Sectional Committee member
  - Mechanic not standing at appropriate car position in pit-lane during the race
  - Driver not ensuring their car is taken to scrutineering before the one minute to start signal for the next heat or, in the case of the final heat of qualifying, one minute from being requested by the Race Organiser/Committee Official
  - Any competitor found to be charging LiPo batteries outside of safe charging bags (to minimise fire risk at the event).

- (b) 10 second penalty in qualification will be given for:-
- Corner cutting
  - Incorrect use of the pit-lane (e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car)
  - Deliberate collision with another car (in addition to championship warning)
- (c) 1 lap penalty will be given for:-
- A competitor who cuts a corner in order to get to the timing loop ahead of the start of a qualification heat
  - Any car manually aided over the timing line at ANY time during a heat or final
- (d) Stop/go penalties will be given in finals for:-
- Corner cutting
  - Incorrect use of the pit-lane (e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car)
  - Failure to adhere to Race Control or Referee instruction (e.g. blocking a faster car, failure to return to the pits at the end of final)
  - Deliberate collision with another car (in addition to championship warning)
  - Mechanic/car crossing between start grid and pit-lane in either direction once the countdown has commenced and until the start is underway and all cars have passed
  - Car jump starting the starting sequence
  - Car not being placed as close to track markings as possible for the start sequence
  - Starting equipment taken to the start grid by the mechanic
  - Mechanic making alterations to the car, re-fuelling the car, or releasing a car before being instructed during a stop/go penalty
- (e) Loss of race time (heat or final) may occur when:-
- Car is repaired on the track during the race
  - Car does not conform to the regulations/fails scrutineering
  - Car rejoins the race from any point other than the pit-lane
  - Any driver fails to ensure that their car is taken to scrutineering following a request at the end of a final, within one minute from being requested by the Race Organiser/Committee Official.
- (f) “Black flag”
- If requested or “black flagged” a car must be removed from the track immediately. The black flag may result in the car being in an undriveable or dangerous condition [e.g. lost body, ineffective silencer]. For these mechanical failures, cars may rejoin after repair.
- (g) Disqualification may result in the following situations:-
- Car has chassis or side rails changed without authorisation or a different car is used by a competitor
  - Blatant disregard of BRCA rules
  - Failure to adhere to a black flag/request to be removed from the track
  - Unauthorised use of transmitters or unauthorised frequency use
  - Unsportsmanlike behaviour
  - Arguing with Race Director, Referee or other Race Official

- Leaving a meeting before marshalling duties have been fulfilled
- Failure to adhere to a notification of a stop/go penalty and not returning to the pit-lane within 2 laps of the notification
- Use of a car within the environs of the venue at any time of a race weekend (including when race event is not taking place)
- Use of motorised bike/bicycle/scooter within or outside of track vicinity at any time of a race weekend including periods when race event is not taking place.

### **Notes**

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

## **16. CHAMPIONSHIP DETAILS**

### **A: National Championship**

[a] The Entry Fee for meetings is to be reviewed annually at the Section's AGM.

[b] There will be four BRCA Championships within the Nationals framework:

1. The National Championship - all drivers competing at an event during the season.
2. The Clubman Championship - all drivers who have not finished in a top 30 placing in a prior year's National Championship during the last 3 years prior to the year of the current Championship starting. Drivers who achieve more than one Grand Final in a season shall be disqualified from the Clubman's Championship in that same year.
3. The Junior Championship - open to drivers under the age of 16 on the 1st January of the current season.
4. The Over 40s Championship – open to drivers over the age of 40 on the 1st January of the current season.

All Championships will run concurrently for both qualifying and finals.

[c] (i) The winner of the Grand Final will receive 127 Championship Points, 2nd place will receive 125 points, third 124 points, down to 126th place receiving 1 point. The top qualifier from the event's qualification rounds (not from semi-final results) will receive 3 extra points, the 2nd highest qualifier 2 extra points and the 3rd highest qualifier 1 extra point.

[c] (ii) A separate points system will be used for the Clubman/Junior/Over 40s to allocate

points gained by competitors in their respective Championships - this will run as well as, not as a replacement for, the National Championship scoring. The highest placed competitor for the relevant Championship for the meeting will receive 127 points; 2nd place will receive 125, etc. The top 3 qualifiers in each Championship will receive extra points in line with c[i] above.

- [c] (iii) Extra qualifying points for each Championship will not be awarded in the event of a meeting being cut short and meeting overall results based on some or all of qualifying – ie only meeting result points will score in that situation.
- [d] 75% of Championship meetings that take place will count towards the overall placing rounded to the nearest whole number. In the instance of all five meetings taking place, this means four meetings will count.
- [e] Tied Championship positions shall be resolved by comparing results of discarded meetings, secondly by the number of meetings attended, and lastly by the number of 1st, 2nd, etc. places as may be required.
- [f] If any driver withdraws from a meeting before the final they have qualified for has run, their place will remain vacant.
- [g] A top qualifier point gained where the meeting result is part of a driver's discard will not be counted.
- [h] Championship points will be awarded at an EFRA British Grand Prix and count towards the BRCA National Championships in a similar manner to above. BRCA drivers will be awarded points for top qualifier and for final positions from 1st to 126th place, disregarding results gained by non-members.

## 17. TRACK AND SAFETY

- [a] Tracks must be a minimum of 4m wide and at least 250m long when walking the shortest route. (Guidance to organisers: should aim for a lap time of minimum 35 seconds). There may be a single point of the track layout where the width may be reduced by 1m [i.e. to 3m] for a maximum length of up to 10m.
- [b] Tracks must be closed for a period of 15 days prior to any National meeting for those drivers attending the National meeting, with the exception of one open race meeting to be held on either of the two Sundays prior to the National – the choice of date at the discretion of the organising club. Any driver attending the National meeting who is found to be using the track during the closed period will be disqualified from the National Meeting. One car may be run by the organisers for a maximum of 10 minutes, to prove the suitability of the track.
- [c] Spectators and marshals are to be protected from the risk of being hit by cars. A suitable safety fence is to be constructed to protect marshals in dangerous areas such as the end of the straight, or points where traffic on another part of the track is travelling towards the marshal from behind.
- [d] Track markers should be such that they minimise the risks of cars becoming airborne and to minimise the risk of damage to cars.
- [e] (i) The rostrum must be a minimum of 40' in length, 8' high and be able to accommodate 15 persons safely (i.e. with good margin). The front must have a safety rail and kickboard & the floor should be constructed of solid material and be all at one level. All steel rostrums must be fully earthed in at least two places. The rostrum must be secured safely to the ground with no risk of movement during the event.
- [e] (ii) The rostrum should be marked into a minimum of 15 equal sections, enabling 14 drivers to see which space is available, as well as room for an official.

- [e] (iii) Host venues for a National event must have a roof on the rostrum to protect all competitors/officials from rain.
- [f] Any person inside the safety fencing must be directly involved with the racing, i.e. marshals and mechanics. At the start of a heat or final, mechanics, on the release of the cars, must return to the pits as soon as possible and stand at their designated car position, with marshals standing at their designated positions.
- [g] Track features will be 'vetted' by the Clerk of the Course before the commencement of a meeting and, with the agreement of the majority of Committee Members present, removed if deemed necessary.
- [h] No car shall be used outside of the track vicinity at any time of a race week-end (including periods when the race event is not taking place). See Rule 15. A small controlled area can be set up for use, to be completely fenced in by double fencing, at the Race Organiser's discretion. This is not compulsory on the Race Organiser.
- [i] No motorised bike/bicycle/scooter is allowed to be used within or outside of the track vicinity at any time of a race week-end (including periods when race event is not taking place). See Rule 15. This does not include motorised vehicles required for disabled members of the public.

## **18. ORGANISATION**

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

## **19. EFRA AND IFMAR MEETINGS**

- [a] The winner of the Clubman Championship will be offered a place at the European Championships.
- [b] An official British Team Manager's post will be created to represent the British Team when attending the EFRA European Championships and the IFMAR World Championships. The post will be elected by the drivers attending these events, at the discretion of the Committee.

## **20. SECTION CONFERENCE/BRCA ANNUAL GENERAL MEETING**

All proposals for the Section Conference/AGM (both individual rule changes and Committee position proposals) must be submitted to the Section Secretary by the final national meeting of the year. A copy of the list of these proposals is available on request a week prior to the Sectional AGM from the Section Secretary/Chairman.

### **GUIDEPOINTS FOR RUNNING A NATIONAL MEETING**

[To be used in conjunction with information given in the Rules]

1. The track should be marked out clearly and constructed in such a manner that it is not possible to cut corners. It must be totally enclosed by a safety fence, doubled up where there is a danger of cars hitting the fence at high speed. Where the racing may be watched by the general public, extra precautions should be taken, i.e. straw bales, additional fencing or tyres, etc. If jumps are to be used, they must be sited with safety in mind and be as wide as the track. They must have a way down [not a sheer drop].
2. It is the host venue's responsibility to provide a minimum of 14 brooms/rakes (dependant on dirt/grass surface) so that sweeping/raking can be carried out from marshal positions during practice and at the end of qualifying rounds if requested by the BRCA Referee (or Chairman if Referee not present). Any club should rake off grass where grass cutting machinery that fails to collect the grass cuttings has been used before racing commences.
3. It is the host venue's responsibility to have sufficient running water to dampen the track if so requested by the BRCA Committee.
4. A minimum of ten marshalling points will be located on the track and should themselves adequately cover the track (since only ten points are likely to be used for finals). No more than 12 marshal points should be laid out in total. Marshal points 11-12 should be positioned, but be considered supplementary to the main ten points. When positioning marshalling points, consider safety and appropriate fencing [i.e. do not position them at the end of a straight where cars are using maximum speed]. Also, enable the marshal to see at all times the corner he/she is supposed to be marshalling [i.e. not looking behind]. Remember that the drivers need a clear view of the track at all points.
5. The AMB lap scoring loop should be positioned after the last slow corner immediately preceding the entrance to the pit lane, with the loop at least 2 metres past this slow corner, on a straight section of the track [i.e. not on the corner].
6. Race organisers need to ensure that all PA speakers are appropriately placed to enable drivers and mechanics to hear announcements as required. This includes specific positioning close to the main straight to enable mechanics to hear the 10sec countdown at the start of finals.
7. (i) The rostrum, capable of holding 15 drivers comfortably, must be safely constructed with access by steps and not a ladder, with pit tables provided in front for all 14 cars that could be racing at any one time. Where possible, venues should adopt a one way system on the rostrum – a set of steps for up, a set of steps for down. Construction of the rostrum should enable the pit-lane to be clearly visible from all points of the rostrum.  
(ii) The rostrum must have a roof to protect all competitors/officials from rain.

- (iii) The rostrum should be marked into equal sections so that 15 spaces are marked out, enabling drivers to see which space is available to use. 14 spaces should be numbered with the final space being sufficient for the officials required.
  - (iv) A separate marker must be clearly set back from the pit lane, behind which mechanics must stand during a race.
8. In the event that a raised pit lane is used, this must be a minimum length of 13m [approx. 40'] and a maximum track height of 80cm. A 'safety bridge' [e.g. wooden bar or similar] should be positioned at the point of the angle of the upward slope and the actual pit lane horizontal, to prevent cars from travelling at high speed on entry. The pit-lane should be clearly marked/numbered so that the mechanics are located at the appropriate position (i.e. that is pitting at the number relevant to their driver).
  9. Any warm up area used behind the rostrum for those cars preparing to race in the following race should also be numbered, so that entry to the pit-lane be done in order to allow those at the far end of the pit-lane to enter first.
  10. Toilets must be provided – where permanent toilets are not available, as a minimum, four toilets should be provided - one for women and three for men and these need to be accessible 24hrs a day. Club organisers also need to ensure that toilets are cleaned daily during the race event.
  11. Suitable food and refreshments facilities should also be available (taking into account the likely demands of 200+ people on the day).
  12. As well as the two specific officials nominated per Rule 6, the hosting club should have a minimum of two club members present who are available to the BRCA Rallycross Committee for general assistance as required.
  13. Club organisers must provide a skip (or similar repository) for competitor rubbish to be placed in at the end of the race event.
  14. Race entries will be sent to the Entry Secretary who will enter them on the computer and collect the entry fees. Race organisers will be paid £1250 to run the two day event in line with the Guidepoints laid out in this Handbook. This fee will be paid following the meeting. However, this allowance can be deducted/reduced if the majority of Committee members present (minimum 3 required) agree that some facilities did not adhere to the minimum standard set out in the Guidepoints. If an advance is required to cover expenses, please apply to the Entry Secretary/Treasurer. Expenses over £1250 will be reimbursed if thought appropriate.
  15. The Section supplies all the race timing equipment, amplifiers and microphones for the P.A. system.
  16. Organisers are to provide a supply of adhesive numbers for the cars, available from the Rallycross Sectional Committee if required.
  17. A fire extinguisher & blanket must be kept close to the rostrum/pit lane at all times.
  18. In consideration for others, where competitors and their families are present at a meeting overnight, generators should be turned off at 11.30 p.m. and all other noise kept to a minimum. Thank you.
  19. Race organisers should ensure that the pitting area is set up in a way that at all times allows access to emergency vehicles right up to the rostrum.
  20. Race organisers should, where possible, minimise the costs of camping charged at a race weekend (ideally free of charge given meeting allowance). However, where a charge is in place this should be deemed reasonable by the BRCA Committee ahead of any event. It is the responsibility of the local Race Organiser to collect any camping fees due.



21. Competitors and associated persons who make use of this facility are obliged to adhere to a Camping Code of Conduct which is operated at BRCA National events and, in consideration for others at the race meeting where competitors and their families are present is as follows:-

- Generators are to be turned off by 11.30pm and all noise should be kept to a minimum
- Please do not leave litter lying around during and at the end of the meeting. Please can you either dispose of your rubbish in the bags provided or take home with you.
- Abusive behaviour (verbally and physically) towards the organisers and fellow racers/family members will not be tolerated.
- The behaviour of children is the sole responsibility of their parents or guardians.
- The cost of camping has been set by the organising venue in advance of the meeting. By Camping at the event, you are obliged to pay.
- In the interest of safety, please keep your children and pets under control at all times.
- The use of a motorised bike is forbidden and the use of a regular bicycle/scooter in a way that could cause damage or danger, within or outside of the track vicinity at any time is not allowed (Rule 15).
- Please remember that whilst at the event, every person is representing the BRCA and host club; please be respectful and considerate towards the public, fellow campers, racers and organisers.
- If the camping Code of Conduct shown above is not adhered to, then Rule 15 of the BRCA Rallycross Handbook will apply.

## CHECK LIST FOR DRIVERS' BRIEFING

1. Welcome and introduce the Race Officials by name.
2. Clearly explain format of the event, including
  - [a] Number of heats, rounds and qualification system for finals
  - [b] Interval between qualifying rounds and between finals
3. Explain procedures for finding out their heat, race number and frequency.
4. Point out
  - [a] Entry/exit points for the track vicinity (including pit-lane and rostrum)
  - [b] Luminous yellow jackets to be worn by all in pit-lane
  - [c] The location of the results board
  - [d] Location of safety equipment
  - [e] Toilets, refreshments, etc.
5. Explain the start/finish procedure:
  - [a] Qualifying - rolling start procedure
  - [b] Explain heat finish signals
6. Explain marshalling procedure:
  - [a] Marshal the heat following your own
  - [b] First heat is marshalled by drivers from the last heat
  - [c] Substitution of marshals only allowed with Race Director's approval
  - [d] Marshalling shall only be done by drivers over the age of 12.
  - [e] Marshals must wear the orange tabards provided
  - [f] Marshals cannot leave their position until relieved
7. Mention any specific requirements from the local host club.
8. Announce start time for first practice race.

# A BEGINNER'S GUIDE TO A NATIONAL MEETING

1. You should not enter a B.R.C.A. National meeting until you are confident you are able to fully control your model car. This can only be achieved by regular practice. If you are unsure, then entry to Club Meetings may be the best first option. Please contact a member of the Committee to find your nearest club if you are not sure.
2. Spend some time reading the Rules and Regulations in this Handbook.
3. To enter a meeting, contact the Entry Secretary (details at front of Handbook).
4. Arrive early: 9am on Saturday and 7:30am on Sunday is about right - once arrived, select your pit area.
5. Make yourself familiar with the track, rostrum, results board and the location of Booking in and Race Control.
6. The heats list will be published on the results board prior to the Drivers' Briefing. This will show your heat number, the frequency you will be running on and your car number for both practice and heats.
7. A Drivers' Briefing will be given by the Race Director at around 9:15-9:30 a.m., before Practice starts. Key points are noted on the results board to help too. If you have any questions, now is the time to ask.
8. Remember, other officials and competitors will always help. If in doubt, ASK!
9. Free practice is not allowed. Practice will be in heat order and drivers will be expected to use the personal transponder that they have registered on the Championship Registration Form prior to entry (or subsequent written notification where changed).
10. During practice, ensure the engine is running correctly, the brakes working and try to evaluate the handling. You will probably not have time to try different tyres, so if they are not working well, ask around and find out what other people are using. Most drivers are always willing to discuss handling, settings and tyres. The main thing, of course, is to get used to the track and try to find the quickest route round it.
11. For heats you will require a mechanic, who must be a fully paid up BRCA member and must wear a luminous yellow jacket. The rules state that a driver is responsible for his mechanic's actions; also, young people under the age of 12 may not be mechanics. If you have attended the meeting on your own, ask around, there is always someone willing to give you a hand.
12. When racing, drive sensibly and have thought for other drivers and their cars. It is good manners to let faster cars pass and not block them.
13. At the end of your heat, the car should be taken straight to scrutineering, and then you are required to go immediately out to marshal.
14. You will be expected to marshal the race following yours.
15. You should go to the marshalling point that corresponds with your car number and relieve the existing marshal. If you fail to marshal, you will be penalised. Keep alert and be as quick as possible getting to cars that need assistance. However, never put yourself at risk such that you can be hit by a car.
16. At the end of the heats, Finals will be ran with 14 cars in the lowest Final and usually the top 4 in each Final will progress to the Final above. Drivers not moving up will marshal the numbered point relating to their finishing position in the final they have just completed.

17. Please listen for a call from Race Control over the PA when the Finals are generated and if you are lucky enough to move up, you may have to change your frequency and your car number. There is a limited amount of time between finals and the next will start on schedule whether or not you are ready.
18. When running in a final your mechanic needs to be prepared to call you in for fuel stops. A stopwatch will be needed to note your running time to ensure that the car does not run out of fuel. Make sure your mechanic is aware that they must stay behind the pit barrier to be refueled.
19. Finally, look around the pits for others running the same model as you. Talk to the drivers, in particular those who seem to be doing well. Five minutes' chat could save a lot of frustration and possibly time and money!
20. After all the finals have run, drivers are expected to assist the race organisers in clearing away any track markings or any other help that is required to allow everyone to leave as early as possible.

## **APPROVED FREQUENCIES**

### (i) 27MHz

26.975 grey/brown	27.075 red/orange	27.175 yellow/green
26.995 brown	27.095 orange	27.195 green
27.025 brown/red	27.125 orange/yell	27.225 green/blue
27.045 red	27.145 yellow	27.255 blue

### (ii) 40MHz

665 675 685 695 705 715 725 735 745 755 765 775 785 795 805 815 825 835  
845 855 865 875 885 895 905 915 925 935 945 955 965 975 985 995

### (iii) 2.4 GHz (however, see rule 4)

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# RACE-WINNING RESPONSE + WORLD CLASS FEATURES



NEW  
Spektrum™  
DX4R PRO  
4-Channel  
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The lightweight Spektrum™ DX4R PRO delivers the same championship-winning response as the DX3R PRO\*, but with the extra range and signal security of frequency-agile DSMR™ technology. To this robust foundation it adds programming and ergonomic features that have been shaped by some of the best racers in the world.

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