

# **BRCA**

**BRITISH RADIO CAR ASSOCIATION**

## **1/12th Oval Section Handbook 2016**



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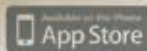
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# 12th Electric Oval Section

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## Introduction from the Section Committee

Hello and welcome to 12th Oval Racing. This class of racing is the oldest in the country and started off way back in the 1970s. The cars we race today are 1/12th scale replicas of the modern day Oval cars with some of the old-style cars mixed in.

12th Oval cars are of a simple design but have the strength to cope with most types of contact which is part of Oval racing. That said, the cars are typically straightforward to drive at a basic level and are traditionally quite easy to get the hang of quickly. The relative simplicity of an Oval car chassis ensures that this is a competition that truly rewards a driver's skill, consistency and ability to understand car setup.

Our five-minute National races are regularly decided by fractions of a second. 12th Oval can be raced all year round and there is likely to be an indoor club near you which supports the class at their weekly events. Together with host clubs we also run professional, friendly and well organised national competitions that welcome drivers of all abilities.

Our national indoor series runs from March till October, so whatever the weather you can continue to enjoy racing in the warm and dry. Most of our national championship venues provide hot and cold food and drinks, while most events provide pit tables, mains electric supply and chairs for competitors. Entry to national events is done via the BRCA website in the 1/12th Electric Oval area, where you will also find detailed rules and regulations and other useful information. This is also where updates and results will be posted throughout the year. There is more information relating to this contained in this document.

Back in the 90's you'd have been lucky to see many competitors at a national championship event and it was seen as very much a 'niche' or 'specialist' class. Things have changed and developed over the years since and it is not uncommon to now see as many as 60 competitors at a national event, which has coincided with resurgence in club level racing. This has been thanks in no small part to the will and enthusiasm of club and BRCA officials and also of our competitors, who have countless years of experience and a vast knowledge base to share with newcomers.

We like to think of ourselves as a friendly class of RC racing in which you can choose to compete at any level. Our aim is to organise a friendly but professional 12th Scale Oval National Championship, giving good value for money and supporting the class at club level. We hope that you will choose to become a part of what we do and come and race with us.

The names and contact details for the committee are in here; please do not hesitate to contact us directly if we can be of any assistance.

Good luck with your racing during the forthcoming season.

BRCA 12th Scale Oval Committee

## 12th Scale Oval Section Officials

Chairman: Contact Section Secretary

Secretary: Gary Christy  
T: 01354 653045 E: gary@christy.org.uk

Treasurer: Gary Christy – as above

PRO: Keith Schooling  
T: 01945 474934 M: 07522 851999 E: hotpursuit74@outlook.com

Drivers Reps:  
Matthew Jordan T: 02380 695191 E: mcjjordan@sky.com  
Richard Harris T: 07554 440097 E: richy300harris@aol.com

Junior Drivers Rep:  
Mason Christy T: 01354 653045 E: mason@christy.org.uk

Race Numbers: Russell Payne T: 07771894894 E: rp@ticmobiles.com

If you are interested in either joining the committee or becoming involved with the running of the section please contact the secretary. All help and participation is gratefully received and you will be made very welcome.

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# How to Use This Handbook

This booklet is aimed at competitors or officials for the 12<sup>th</sup> Electric Oval 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. 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.

## Application of the Rules

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 BRCA Events plus other events, 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.

# 1/12th Electric Oval

This Section of the BRCA races 1/12th scale – Ministox, Saloon Stocks, Hot Rods, and Bangers. All these classes emulate their counterparts in the full size race arena. Both the Hot Rod and Banger are commercially available at model shops, while the other classes have a number of racers producing cars and/or they are scratch built using the construction rules of the Section. All the cars are a reasonable representation of the full size race cars being raced on full sized tracks. Construction rules for all the above classes can be found on the BRCA web site, under the Section of 1/12th Oval.

New for 2016 is the addition of the popular 1300cc Saloon Stocks formula and a planned National Series.

## **Type of Track**

As the Section name would suggest, these cars are raced on an Oval Track. All tracks are indoors and all cars are raced on carpet. 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 all year round and in addition to this many clubs come together to form Area Championships which usually take place within the winter months. At Club level many of the cars will be run in their respective classes on the same club night and some clubs do run their own variations of the classes (e.g. Classic Hot Rods, etc). Most clubs will have some form of trophy or trophies to be awarded usually monthly.

The BRCA Series is usefully run throughout the year. At these events there are trophies for the best drivers within each class of car. All ages and abilities are catered for and most clubs and venues have disabled access.

## **Other**

One thing that is apparent at the 1/12th Oval meetings, be it BRCA or Club events is everybody is having fun. There is a serious side to the sport, winning trophies, points and the Championship title, 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 £200 (depending on the class of car) you could be on the track racing, and racing the same standard car as the next guy. If you wish to know more take a look at the BRCA web site under 1/12th Oval, where you will find race reports and contact names etc. Happy racing!



## **Construction Rules**

1. 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.
2. 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.
3. Steel whip aerials and rollover masts are not allowed.
4. 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.
5. The use of multiple speed transmissions (gearboxes) are not allowed, any 32dp 48dp pitch gears and holders are allowed.
6. For drivers wishing to develop or modify cars, this should be done and tested at club level. The next stage is then 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 i.e. 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.
7. There is a minimum ground clearance of 3mm; this includes any protruding screws, 1mm clearance for spur gear.
8. Servo savers, track rods and track rod ends can all be uprated from kit supplied.
9. Limited slip devices and differentials of any kind are not allowed, solid rear axle only.
10. All cars must have reverse fitted and working at the start of the race.
11. Cars are to be powered by either a brushed motor with batteries of nominal voltage 4.8/7.2v according to class or a brushless motor and batteries of nominal voltage 3.7v, as defined below.

### **Definition of a Brushed motor**

Motors allowed –The G2 2010 motor is generally only allowed, expect were otherwise specified. These must remain unopened, and unmodified – External motor bearings are NOT allowed.

Motor cleaning fluids/additives are allowed.

Pinion gears; size (number of teeth) is free, unless otherwise stated.

### **Definition of Brushless Motor**

Any motor listed in any of the Electric Board Homologation List for Brushless Spec Motors (10.5T, 13.5 and 17.5T), with a Maximum UK Recommended Retail Price of £65. List will be updated as new motors become available.

### **Definition of a Zero-timing Speed Controller**

Speed controllers may not be equipped with any form of automatic or programmable timing advance. If this feature is available on the particular speed controller it must be disabled and placed in an approved mode - i.e. the "ROAR blinking LEDs mode."

Brushless Speed Controllers built without automatic or programmable timing advance will be allowed. The BRCA 12th Electric Oval Committee will provide a list of eligible speed controllers.

When using a sensorless speed controller/brushless motor combination the rule above does not apply.

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.

### **Batteries and Motor Combinations Allowed**

Any cells conforming to the current Electric Board battery list. All cells used in any competitions MUST be hard-cased. Soft cases or no cases are not allowed.

Cars with Brushless Motors will be powered by cell/s with a maximum nominal voltage of 3.7v.

Ministox = 17.5t brushless motor or G2 2010 brushed motor

Hotrods = 13.5t brushless motor or G2 2010 brushed motor

2 litre Saloon Stocks = 10.5t or 13.5t brushless motor or G2 2010 brushed motor

1300 Saloon Stocks = G2 2010 brushed motor or *Saturn 20 turn motor*

Bangers = G2 2010 brushed motor

### **Brushed System**

Cars with Brushed motors will be powered by sub C sized batteries with a 1.2v nominal voltage.

2 litre Saloon Stocks = 6 cell, 7.2v Nominal.

Ministox, Hotrods, 1300 Saloon Stocks & Bangers = 4 cell, 4.8v Nominal.

12. If you intend to alter your car in any way that is not covered by the rules, you must check with the BRCA scrutineer, for approval. We expect all drivers to use common sense when modifying cars and to enter into the spirit of the sport. Contact the section chairman for further information.

### **Ministox Construction Rules**

1. Cars to be 1/12th scale and be a reasonable representation of a full size Mini type car.
2. Body shells are to be of ABS construction only, all windows must be cut out as per original (no portholes).
3. Chassis Must be Made from GRP (No Carbon Mix Or Special Mix GRP) and have :-
  - Maximum length including bumpers to be 292mm.
  - Overall maximum width of the rolling chassis to be 160mm.
  - Maximum wheel base 176mm. Minimum wheelbase 174mm
  - Chassis to be single piece & constructed in GRP only, measuring no more than 220mm in length and 100mm in width.
  - No suspension whatsoever, including dampers, springs, shocks, "O" rings. NO notching or shaping of the chassis to aid flex to the chassis.
4. Cars may only have two driven wheels with the drive to the rear solid axle.
5. Only one drive motor is allowed per car.
6. Rolling chassis kits must not have a recommended retail price higher than £79.95.
7. A rolling chassis kit Must:-
  - Include an ABS bodyshell and one complete set of wheels and tyres suitable for use on a carpet racing surface.
  - Be fitted with a GRID Front Bumper.
8. Rolling element (ball) bearings are allowed on the front and rear axles.
9. Countersunk screws allowed in chassis. Any holes drilled or cut must be used or filled.
10. The motor may be fitted to either side of the chassis, providing that there is no modification or alteration to the chassis or mounting blocks.
11. Bumpers to be fitted externally and constructed from a non-metallic material. Width max 160mm but must not protrude beyond the wheels. Height to be no more than 30mm. Front bumper must be grid like with a top and bottom rail. Front and rear bumpers must be mounted to the chassis, not the body shell.
12. Max & Min width of tyres to be front 26mm & min 25mm and rear 26mm & min 25mm. Max tyre diameter to be 57mm.
13. Aerials must remain inside the body shell.
14. At BRCA events drivers name and BRCA number must be clearly displayed at the top of the front windscreen, not less than 5mm high.
15. At BRCA events the driver's roof grade colour (if known) must cover the roof of the car.
16. At BRCA events, the Official BRCA race number must be displayed on both sides of the car.
17. No wings or aerofoils or any under body aids are allowed.
18. If any scratch built parts are being used, parts must be available to other competitors to purchase 2 weeks prior to the national.

### **Saloon Stock Car Construction Rules (new for 2016 includes 1300cc Saloon Stocks)**

1. Cars to be 1/12th scale and be a reasonable representation of a 2Litre or 1300cc Saloon Stock Car.

2. The chassis component will consist of one continuous sheet of Aluminium or glass-fibre reinforced plastic or Carbon (composite).
3. Overall maximum width of the rolling chassis to be 160mm. & Length 356mm
4. The Rolling chassis component must be available from the manufacturer in a kit available at or below £99.95.
5. Metal materials used in the rolling chassis may only be steel, brass or aluminium. Special metals (such as titanium) are not allowed. Brass and lead only may be used as identifiable weights to meet the weight limit and when removed do not have any effect on the car's function as a rolling chassis.
6. For 2Litre Saloon Stocks, separate dampers are only allowed on the rear suspension and can be oil filled.
7. Front suspension may be independent provided that the suspension design does not have any pivot, rod or other mechanism that alters the wheel camber in roll relative to the chassis during its full travel.
8. Rolling chassis kits must include bumpers suitable for saloon stocks racing
9. A rolling chassis kit Must Include a bodyshell and one complete set of wheels and tyres suitable for use on a carpet racing surface.
10. Rolling element (ball) bearings are allowed on the front and rear axles.
11. Cars may only have two driven wheels with the drive to the rear solid axle.
12. Only one drive motor is allowed per car.
13. For 1300cc Saloon Stocks the speed controller must not have a Manufactures Recommended Retail Price (MRRP) of more than £35.00 (if in any doubt please refer to the 12th Scale Oval Committee via the Section Secretary for clarification and approval).
14. All running gear to be fitted to a one piece flat plate chassis.
15. Body shells to be of ABS moulding. All cars to have the windows cut out or clearly defined. Wheel wells must be cut out as per the full size car.
16. Front and rear tyres to have a minimum 25mm and maximum 26mm width. The tyre must cover the wheel. Tyre diameter front and rear to be a maximum 60mm with no minimum diameter.
17. Drivers name to be on outside of car and clearly visible.
18. Bumpers: - external ones, fitted front and rear must be mounted to the chassis and be made from a non-metallic material to look like the "real thing". On the front a Grid appearance is recommended and allowed. The bumpers may extend 3mm beyond width of the shell but may not extend beyond 178mm in total width.
19. No top chassis to be used.
20. No unrealistic wings, aerofoils, spoiler or under body aids unless in the original car design or moulding
21. At BRCA events, drivers name and BRCA number must be clearly displayed at the top of the front windscreen, not less than 5mm high.
22. At BRCA events, the driver's roof grade colour (if known) must cover the roof of the car.
23. At BRCA events, the Official BRCA race number must be displayed on both sides of the car.

## Hotrod Construction Rules

1. Cars to be 1/12th scale chassis with any commercially available Hotrod shell.
2. The chassis component must consist of one continuous sheet of aluminium or glass-fibre reinforced plastic (composite) or Carbon Composite chassis that extends from a minimum 10mm ahead of the front axle line and runs continuously along the car to end 25mm minimum behind the rear axle Centre line. The chassis may not include any features designed to allow the front and rear axle to rotate along the central axis of the car relative to each other.
3. Overall maximum width of the rolling chassis to be 163mm.
4. Metal materials used in the rolling chassis may only be steel, brass or aluminium. Special metals (such as titanium) are not allowed. Brass and lead only may be used as identifiable weights to meet the weight limit and when removed do not have any effect on the car's function as a rolling chassis. The material of the chassis component must be available from the manufacturer in a kit available at or below the price
5. All suspension systems must operate independently of the chassis component
6. Separate dampers are only allowed on the rear suspension. Dampers requiring seals to prevent the egress of oil are not allowed
7. Front suspension may be independent provided that the suspension design does not have any pivot, rod or other mechanism that alters the wheel camber in roll relative to the chassis during its full travel.
8. Rolling chassis kits may not have a recommended retail price higher than £99.95.
9. A rolling chassis kit must include a bodyshell and may exclude all electrics. It must include one complete set of wheels and tyres suitable for use on a carpet racing surface.
10. Rolling element (ball) bearings are allowed on the front and rear axles.
11. Cars may only have two driven wheels with the drive to the rear solid axle.
12. Only one drive motor is allowed per car.
13. ABS body shells are allowed; all windows must be cut out or clearly defined.  
Polycarbonate body shells are allowed, windows must remain clear, not tinted or maybe cut out.
14. Rear axle, spur gear, chassis, front / rear wheel carriers and suspension springs to be as kit. Countersunk chassis may be used.
15. Minimum weight is 950Grams for both Brushed and Brushless. This weight is exclusive of any equipment that is used to record laps and time during racing, including its supplied fixing, unless the equipment is a personal transponder.
16. The motor may be fitted to either side of the chassis, providing that there is no modification or alteration to the chassis or mounting blocks.
17. External front and rear bumpers are not allowed.
18. Min 25mm, Max 26mm width of tyres and Max 60mm diameter with no Min diameter of tyres, but the tyre must cover the wheel.
19. Battery mountings may be changed from the original.
20. Aerials must remain inside the body shell.
21. At BRCA events drivers name and BRCA number must be clearly displayed at the top of the front windscreen, not less than 5mm high.

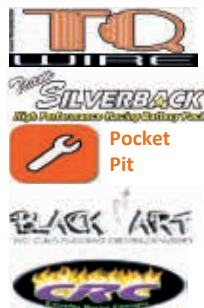


22. At BRCA events the driver's roof grade colour (if known) must be on the roof of the car either painted or using tape. The colour must cover all of the rooftop. At BRCA events, the Official BRCA race number must be displayed on both sides of the car.
23. Aerofoils are allowed but must be commercially available.

### **Banger Construction Rules**

1. Cars to be 1/12th scale with any commercially available body shell and be a reasonable representation of a real Banger.
2. The chassis component will consist of one continuous sheet of aluminium or glass-fibre-reinforced plastic (composite) that extends from a minimum 10mm ahead of the front axle line and runs continuously along the car to end 25mm minimum behind the rear axle line. The chassis may not include any features designed to allow the front and rear axle to rotate along the central axis of the car relative to each other. Maximum Chassis thickness is 2mm for standard wheelbase cars.
3. Overall maximum width of the rolling chassis to be 160mm.
4. The material of the chassis component must be available from the manufacturer in a kit available at or below the price limit
5. No carbon fibre components are permitted on the car.
6. Metal materials used in the rolling chassis may only be steel or aluminium. Special metals (such as titanium) are not allowed.
7. All suspension systems must operate independently of the chassis component.
8. Separate dampers are only allowed on the rear suspension. Dampers requiring seals to prevent the egress of oil are not allowed
9. Front suspension may be independent provided that the suspension design does not have any pivot, rod or other mechanism that alters the wheel camber in roll relative to the chassis during its full travel
10. Rolling chassis kits may not have a recommended retail price higher than £99.95.
11. A rolling chassis kit may exclude all electrics and bodyshell, but must include one complete set of wheels and tyres suitable for use on a carpet racing surface.
12. Rolling element (ball) bearings are allowed on the front and rear axles.
13. Cars may only have two driven wheels with the drive to the rear solid axle.
14. Only one drive motor is allowed per car.
15. Body shells
  - a. Body shells to be of ABS moulding. Windows must be completely removed as per the original car. If moulding has window outlines then these have to be used: No portholes or half windows.
  - b. Any approved commercially available 1/12th shell.
  - c. Roof fins may be fitted, must plastic only, be no further forward than the middle of the roof and no more than 2 fins are allowed. Fins to be no more than 3cm wide, 5cm long and 3cm high, no metal fins allowed, they must not possess any sharp edges, and must have the drivers racing number on both sides of the fin. No wings or aero-foil's allowed.

- d. Strengthening & Repairs are allowed, you may use glue sticks, tape, cable ties, joining plates may be used (metal plates not allowed) in conjunction with nuts and bolts, no screws allowed. All sharp edges must be filed, and any protrusions must be on inside of the body shell.
  - e. Name and Number of the driver must be clearly visible on both sides of the body shell at all times.
  - f. Body shell preparation should be neatly presented, no unsightly rude or offensive slogans, gestures are allowed.
  - g. Body mounts - you may use 3 or 4 mounts, made from plastic no more than 10mm in diameter and must not protrude more than 10mm through the body shell. All body clips must be flush with the body shell, there must be at least 1cm (10mm) clearance between shell and chassis front and rear of the car.
  - h. Roof grade markings must cover the whole of the roof area.
16. No internal or external bumpers are allowed.
  17. No additional ballast allowed on the car.
  18. Transponder must be fixed onto the car and not the body shell.
  19. **Limo chassis - Maximum width 90mm, Minimum length 318mm, 3mm thick, length to suit body shell providing the chassis does not protrude beyond the wheels. All other rules apply the same.**



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## **Procedural Rules**

**These Rules cover all Classes & BRCA Meetings within the 12th Scale Oval Section, except where indicated. They should also be read in conjunction with specific class 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. Only the committee will interpret the rules.
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 BRCA event and will serve a suspension period deemed appropriate by that 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 Oval National.

## **Race Meeting Procedural Rules**

1. All BRCA meetings will be arranged by the event organiser with entry forms & Online booking portal. 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 £4.00 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. Classes and entry fees. Clubs will be allowed to run suitable classes at the committee's discretion.
  - d. Closing date for entries.
  - e. Any special requirements of the venue; power points, lead acid batteries etc.
  - f. Details of available refreshments.
  - g. Entry forms must include a space for the driver's BRCA membership number & official BRCA race number.
  - h. Notify if concourse event will be run.
  - i. Provide the Name of a club official to check legality of all cars on the day of the event
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 BRCA 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 club 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:
      - i) They wish to do so.
      - ii) They use a marshalling stick.
      - iii) 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.
    - e. At least 3 buckets of sand for the use of Lipo safety and provision of industrial or welding gloves to protect hands.
  8. All BRCA meetings shall be run on carpet. Minimum track width is 1 metre. Start lines must be clearly visible.
  9. 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 re-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. For a National Championship title, the number of events to count towards the 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. There will be additional trophies for each winner of all other finals except for bangers. There will also be a trophy for best junior. At Banger meetings there will be the option to award trophies for best blue, yellow & white roof grades. Race promoters may also award trophies for Concourse and any other awards as they see fit. Trophies must be of reasonable quality.
25. At all BRCA 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. In all classes, 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 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. Grading will apply to all racers except those who have never raced at a national meeting before who will be allowed to start at their club grade. Only novices new to radio controlled racing may be graded as a white top roof. If a driver is a member of multiple clubs then their highest grade will apply at national level. A driver may not drop more than one grade through lack of attendance. A driver may not drop below yellow through lack of attendance.
30. There will be one Race Number list covering all classes of 1:12th Oval. Drivers racing in the previous years' series shall be able to keep their previous Race Number, provided they have registered with the Number Secretary by 28th February of the following year.



If not registered by this date, previously used numbers can be applied for. All unused numbers to be issued on a first come basis.

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

### **Ministox, Saloon Stocks & Hotrod Racing Rules 2016**

1. All BRCA meetings will have A to Z finals. Race format to be 4 qualifying heats and finals by total laps, best 3 from 4 rounds to count, heats to be of 5 minute duration, except in the case of a large entry when races may be reduced to 4 minutes duration. Heats to be shuffled each round and where possible a reasonable cross-section of roof grades are to be in each heat. The driver who sets F.T.Q (during the heats) will score one point towards the national championships. Ties will be decided on split times
2. Races will start in graded order, commencing with white tops on the start line, yellow tops a quarter lap behind, blue tops a further quarter lap down, etc. Finals will start in qualifying order. The race format is maximum eight cars in a final. Finals will be run in qualifying order, i.e. first eight in the A final, next eight in the B final and so on. Minimum four, maximum eight cars in any one race. This applies at the organising stage only. In the event of a tie at any BRCA meeting will be decided on a driver's previous lap scores, including split times, starting with the highest then the next highest etc. If still undecided then a run off will take place.
3. Ministox, Saloon Stocks and Hotrods will race clockwise on an oval.
4. Hotrods are to be run as a NON CONTACT formula. Any driver seen to deliberately T-boning, straight lining or fencing another car will be removed from the track. A second offence will result in disqualification from the event.

### **Banger Race Rules 2016**

1. Only one car may be entered per person per meeting, no swapping or using of other peoples cars allowed. Only one body shell per car per meeting to be used. Driver's name and number must be present on body shell at all times, no sharing of body shells is allowed, however a different body shell may be used in DD's , this must still comply with all rules.
2. Racing will be in a clockwise direction when the construction of the track allows, plus racing on a figure of 8 circuits at club or BRCA level will be permitted at the race promoter's discretion. No waiting or playing dead to take cars out of a race, racing in one direction only (except for DD's), ramp racing at the. Race promoter's discretion. Cars must be moving at all times unless on side or roof etc. Each race to be 5 minutes in duration, unless otherwise stated at the beginning of the meeting (as per normal section rules).
3. Qualifying will be by finishing positions, not laps.
4. All cars must line up in graded order; white, yellow, blue, red, stars, champions. Cars to line up two abreast on starting positions (except DD's).
5. Any car losing a wheel, tyre or wheel assembly must be removed from the track immediately. Failure to do so will result in the loss of the score from that race. Do not wait to be told to remove the car as damage to the carpet will not be tolerated.
6. Marshalling

- a. Under normal racing conditions no cars are to be marshalled by anyone, exceptions are: removal by the driver (not to be returned to the track), if a car is at risk of burning out (not to be returned to the track), if cells/batteries, radio equipment or transponder has detached from the car or is lying on the track, cars must be removed from the track and not returned.
  - b. If a car is deemed to be out of control i.e. no radio signal then it is to be removed as soon as possible and not returned to the track.
  - c. If a car goes over the outside barrier of the track, it may not be returned to the track but may still enter remaining races that they are eligible to race in,
  - d. Failure to comply will result in immediate disqualification.
7. The track infield should be constructed to allow cars to return to the track without assistance.
  8. If cars are rolled on to the roof or side then they must remain there for the remainder of the race.
  9. Protests of any kind must be presented to the race director to be in a civilised manner within a reasonable time of the results being printed and displayed. The race director may correct any discrepancies. Race director's decision is final at all times.
10. Penalties
- a. Anyone caught cheating will be instantly disqualified from the meeting and no monies will be refunded.
  - b. Deliberately driving the wrong way around the track (except during the DD) will result in a verbal warning. If a driver reoffends their car will be removed from the track.
  - c. Unnecessary shouting at anyone, or threatening and bad behaviour by driver or any pit crew, will result in a verbal warning. Any reoffending will incur a penalty of -25 laps from qualifying lap score i.e. best three scores added together -25, if a reoccurrence should arise disqualification from the meeting will apply, and no monies will be refunded.
  - d. Any person not removing their car from the track when told to by a race official will lose that race's score.
11. Cars must comply with scrutineering before and after a race (where appropriate). If failed by the scrutineer the car concerned must be repaired/made legal to the satisfaction of the scrutineer before it is allowed to race again.
12. Points Scoring - If 8 cars in a heat then 10 points for a win and 9 points for second etc. DD winner scores 1 point. Best three scores from four in the heats, top ten into the final.
13. **Race Director's decision is final.**

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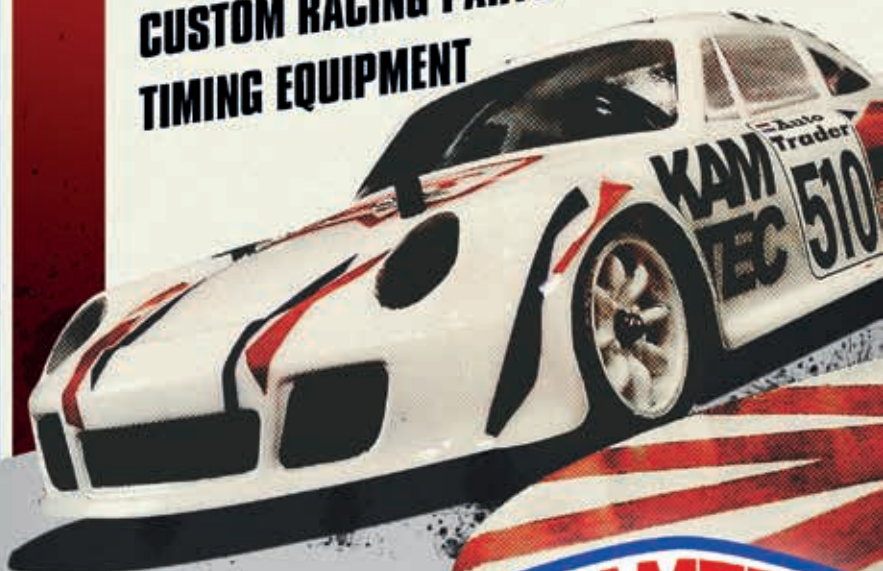
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