



Members Handbook 2026



BRCA
BRCA

How to use this handbook

There are very few rules in it - the rules that apply to you for the majority of your racing are the Association General Rules on page 36. Those General Rules, in conjunction with your local club rules, form the backbone of the sport and you need to read and ensure you understand them.

This Handbook is designed to give you the very basics of what you need to know to safely enjoy our sport. It is the tip of a very large iceberg. You will find an introduction to some of the classes raced, but by no means all - the ones listed in this book are the classes currently raced at National meetings, there will be lots of other classes raced locally. Just because a class isn't listed in here doesn't mean we don't recognise that it exists and is great racing, just that a group of racers - just like you - haven't got together and organised a series of nationwide events for it.

How rules are applied

The Association General Rules contained in this book apply to us all at most of the race meetings we go to, it will clearly say if it doesn't! Section/Class rules apply at National meetings and other events organised by a section committee as they see fit. Section/Class rules do not apply at clubs - unless a club chooses to apply them, in that case it is entirely the club's choice, either way.

Important note

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

But . . .

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

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Chairman's introduction

Welcome to our handbook for the 2026 season.

The BRCA (British Radio Car Association) is here to help you enjoy your racing at clubs, regionals and nationals. Within the handbook there is enough information for novices and experts alike to gain the most from our world of model motorsport. Enjoy your racing and remember one thing; if you're in control, then you're not going fast enough...

Who are we?

The governing body of radio-controlled (RC) model motorsport, formed in 1971 and has over 8,000 members who on any day of the week will be racing at one of the many RC clubs around the country. A group of RC model motorsport enthusiasts whose aims are best summed up by objective No.1 in our handbook - 'To promote the construction and competition of RC model motorsport'. The association represents 13 Sections with over 50 classes of racing covering:

Indoor

Outdoor

Oval

Circuit

Off road

For model motorsport vehicles that range from those that fit in your hand, to those who weigh just shy of 20kg so we are sure we can find a class that suits you and your budget. Please remember we are all unpaid volunteers doing what we can for RC model motorsport. Many of the BRCA Officers have careers and family commitments.

What do we do?

We race RC model motorsport, cars, trucks and bikes - this isn't as simple as it might seem! There are over 13 different types, ranging from small electric powered ones, ones powered by 3.5cc internal combustion engines, and even 34cc petrol monsters. Our fastest motorsport vehicles can do in excess of 80mph, and even our smallest ones can do 30mph indoors!

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

Where do we do it?

The short answer is everywhere. It's quite likely that there's a club near where you live. The best method of finding your local club is by contacting your local model shops, go to www.brca.org and the club listing.

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

Darren Newton - BRCA Chairman

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Structure of your sport

Race with respect

Encouraging a positive environment, on and off the track. A socially-minded standard of behaviour is expected from everyone within the RC Motorsport community. By participating in an RC Motorsport event, in any capacity, you agree to follow the values of the governing body's Respect Code:

Respect

Integrity

Fair play

Self-control

Good manners

We, therefore, ask all members to pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions.
- Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity or other status.
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters.
- Respect the rules, regulations and authority of the officials and BRCA. Breaching the above obligations may result in disciplinary action.

How it all works . . .

In this article we will try to give you an insight on how the association is structured, what's available, who to ask, and how problems are dealt with.

The first point to remember is that there isn't any great big organisation anywhere pulling the strings. We don't have plush offices, company cars or expense accounts.

We do have a collection of unpaid volunteers who give up their time to ensure that our sport continues to grow and be run in as co-ordinated a manner as possible for us all to enjoy.

Making it work for you

This is really simple, the association keeps all its latest information on www.brca.org, research the type of racing you are interested in. Find your local club using the club finder and visit them, and if you still need further information reach out to our helpdesk via www.brca.org/contact

Doing your Bit!

Remember that the BRCA is only a collection of volunteers all doing their bit to ensure our sport continues to grow and develop, you should be proud of the fact that this collection of people are recognised as running one of the most respected RC Car Associations world-wide. However the most important point is this - all Officials are just ordinary racers who

give their time for the sport they love, they are no different from anyone else, and all members should consider what they are putting back in to the sport. You should all help out in some way, at some level. It doesn't matter if it's putting the track out at the club or organising a world championship, your contribution is as important as any of the other people involved in OUR sport.

Ask, Don't Guess!

If you need any answers to any questions within our sport then contact us via our ticket system at www.brca.org/contact to get the official answer.

Changing a Rule

First bit is a simple statement - The BRCA doesn't create rules. The Section Committees don't create rules. The Membership creates the rules and the officials you vote in enforce them. Any one of us (you, your club mates, an official - any of us) can change or create a rule. Or more accurately we can 'propose' a rule or rule change. This is done annually at the Annual General Meeting (AGM) for each racing Section.

If, when your proposed change is raised at the AGM, the majority of those present agree with you (after the matter has been explained and quite possibly discussed - even possibly amended) then a changed or new rule goes in the book - it's as simple as that.

But

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

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

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

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

If it's a change to the Constitution or the General Rules follow the proposal process on the BRCA website www.brca.org.

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

Don't leave any of the above until the last minute, proposals need to be received. Proposals need to be submitted in accordance with the process defined on the BRCA website until 5 weeks before the AGM.

Committee structure

The association is constructed around 2 distinct committee structures.

Section Committees:

These deal with the running of the national competitions and the managing of all the rules for the class they represent. E.g. the 1/10th Electric Circuit Committee run the national championships for that class and manage the sectional annual general meeting where YOU, as a BRCA member, propose and vote on both the rules, and the people you want to manage them for you. If you have a question about a particular class of racing the best course of action is to find the Section Secretary for your class and give them a call or send them an email.

It is section officials who deal with all aspects of the racing conducted within that section. If you have a question, complaint or wish to appeal against a decision, you must start with the Section Secretary, and the matter will be discussed at their next committee meeting. If they feel unable to deal with it or you are not satisfied with their response then it can be referred to the Executive Committee to deal with.

The BRCA Executive Committee:

The Executive Committee is made up of 2 people from each section (normally the section Chairman & Secretary) plus the people outlined below.

The Executive Committee meets regularly during the year to discuss how the Association business is progressing, what we need to do for the future of our sport, how each of the sections are progressing and to discuss anything they would like assistance with.

Chairman • Darren Newton • chairman@brca.org

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

Vice Chairman • Darren Worth • vicechair@brca.org

Darren is essentially the Chairman's right hand man; his role is to act as the association's Executive Secretary, so he will be dealing with section internal communication, and other Exec tasks.

Secretary • Kenneth Rogers • secretary@brca.org

Kenneth is the person to whom all correspondence, other than membership information, should be sent. If you have an item for discussion at an Executive meeting send it to Kenneth.

Treasurer • Jim Spencer • treasurer@brca.org

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

Section Liaison • Jordan Norwood • jordan.norwood@brcaofficial.org

Jordan chairs our club sport meetings and acts as the executive link into the association's sections providing a two way conduit for them.

Membership & Club Liaison Officer • Mark Christopher • member@brca.org

Mark is our Membership and Club Liaison Officer, handling enquiries through the BRCA Contact page and directing them to the right person. He also supports clubs nationwide with queries from grants to member issues and can help promote the sport locally.

Development Officer • Andy Hyde • development@brca.org

Andy works with the Executive to define the association's STEM (Science, Technology, Engineering & Maths) vision and bridges the gap between education and the association.

Chief Timekeeper • Dane Whittleston • timekeeper@brcaofficial.org

Dane will oversee the timekeeping for all the major international race meetings the association organises (IFMAR & EFRA events) and was previously the vice chairman of the Large Scale Off Road section and part of its timekeeping team. Got a query about timekeeping, transponders etc.? Ask Dane.

Safeguarding Officer • Rick Greenwood • safeguarding@brca.org

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

Competition Secretary • Chris Jeffery • events@brca.org

Chris works with the section committees to ensure their events are on the association calendar and the online entry system. He will also assist clubs to advertise their regional and special events too.

Scottish Rep • Duncan Pole • scottish.rep@brcaofficial.org

Duncan represents the BRCA's membership and interests in Scotland. If you have any questions with regards racing in Scotland then please contact Duncan in the first instance

Welsh Rep • Paul Curtis • welsh.rep@brcaofficial.org

Paul represents the BRCA's membership and interests in Wales. If you have any questions with regards racing in Wales then please contact Paul in the first instance

EFRA Liaison • Ian Oddie • efra.liaison@brca.org

Ian is our liaison between the European Federation of Radio Operated Model Automobiles (EFRA) and the association, Ian will represent the BRCA interest at any EFRA meeting alongside supporting the association's EFRA section reps. In short, Ian deals with all matters relating to EFRA.

Vacant Positions: Northern Ireland Rep

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

Fellows of the Association

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

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



The BRCA Academy is a training programme from the British Radio Car Association designed to help RC racers develop their skills and confidence. Open to all ages and abilities, with a focus on juniors, it combines classroom learning, practical workshops, and on-track coaching. Limited to 32 participants, the two-day events provide hands-on experience in car setup, maintenance, and racecraft, guided by experienced racers and industry experts, while offering a clear pathway from grassroots club racing to national and international competition.

Insurance & the RC racer

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

RULE #1

Model car racing is fun!

RULE #2

Fun does not mean irresponsible.

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

Is it really necessary?

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

Insurance is only necessary when you need to use it. However, there are about 15,000 racers in the UK, plus countless thousands just using RC cars for fun. We deal with about 4 cases in an average year for the BRCA membership of some 8,000, so the odds are about 2,000 to one that you will be involved in an accident in the next twelve months that results in an insurance claim. Pretty low, but if you have a go on the lottery that's 14,000,000 to one!

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

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

The cover is:

Public Liability Insurance of £10,000,000. That includes: Cover for use: anywhere at any time in the UK. Cover as an organiser as well as a competitor. Cover for organisers no matter where or when the event is held in the UK.

Always:

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

Insurance & the RC racer

How it affects who:

The Fun User:

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

The Club Racer:

Most claims result from club meetings. They are normally of the type where somebody's car has left the track and injured, in a relatively minor way, another racer or some equipment or some part of the event hardware (rostrums / staging etc.) has failed. The injured person or venue owner then claims for loss of pay or repair costs and any inconvenience. See the bit about club chairmen to see how and where the responsibility lies, but don't forget that YOU the racer is where the initial claim will start. Just because someone else is organising things doesn't mean that you are not responsible for your own actions.

The National Racer:

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

The Race Director / Club Chairman:

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

Big Meetings - Nationals & Above

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

Marshalling

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

It is also accepted that racing tracks, of all sizes, are dangerous places to be. However somebody will determine a safe place to marshal from (it may be self-determined at a club or by an official at a National - it doesn't matter) while you are at your marshal post/point the insurance cover applies. But when YOU decide to leave that post and retrieve a car then do be aware that YOU have made that decision - it's then your responsibility to keep yourself safe. You cannot blame and therefore claim off yourself, when you get it wrong. If you read nothing else in the Handbook, read the General Rules on page 36.

Race Equipment (Batteries, Motors etc.)

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

That's it

All too often we get emails / phone calls - sometimes from quite experienced people - asking (for example) "will the use of XYZ non homologated batteries invalidate the insurance"?

Nope. Homologation lists are for Nationals and Sanctioned Events use. A club can choose to run to them if it so wishes, but that's up to them, but either way round they have no effect on the insurance cover whatsoever at any level of event, including the nationals too - failing scrutineering wouldn't invalidate your cover for example. Anybody who tells you different point them at this document or ask them to check.

Getting this cover

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

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

Insure the club. This works fine and most high street brokers can arrange this. Ensure that the club members are covered as individuals (see points above) and be careful if it appears cheap. One local club found out in the worst way that their cover was as a 'Model Car Club'; i.e. for building plastic kits and not for 'Racing Radio Controlled Model Cars'.

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

Insurance & the RC racer

Club Affiliation

To be sure that a Club is protected in the event of an accident at the club, Clubs should register with the Association and insist that everybody who races, officiates and helps run the meetings is an Association Member. The method that they do this is down to them. If you require more information, then please raise a ticket on the BRCA help desk via www.brca.org/contact.

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

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

BRCA insurance

Public Liability Insurance Insured:

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

Policy Details Insurers: MX Underwriting Ltd

Limited Policy Number: MXM0157149806

Period of Insurance: One year

Limits of Indemnity: Public Liability £10,000,000

Territorial Limits: UK, Northern Ireland, Channel Islands, Isle of Man

Policy Excess: £500 Third Party Property Damage

Should you have any queries regarding insurance please contact the BRCA Treasurer Jim Spencer via treasurer@brca.org

National Racing Sections

The following pages contain information about our racing classes. Each Section's Construction and Racing rules are available on the BRCA website at www.brca.org

These rules are created and voted on by Section members for the current National Championship Series. The classes have evolved over the years through input from competitors.

Remember that every class began with a few racers at one club developing a new idea. By generating interest, these ideas grew into the classes that exist today. The class you race at your club could one day become a widely raced category if the idea is shared and supported.

If you discover something that works well, make sure to share it with the wider racing community so it can help grow the sport.

The logo for the British Racing Cyclists Association (BRCA) features the letters 'BRCA' in a bold, stylized font. The top half of the letters is red, and the bottom half is blue, separated by a white horizontal line. The letters have a slight 3D effect with a dark shadow underneath. The logo is centered at the bottom of the page, with a faint, stylized graphic of a racetrack or road winding behind it.



8th Circuit

Hello & welcome. What is 1/8th On Road Racing:

1/8th On Road cars are arguably the fastest RC race cars in the world in both Electric and Nitro Gas configurations. Both classes raced in the UK use four wheel drive chassis with fully independent suspension and LMP style body shells.

Reaching speeds of over 75mph, Nitro Gas cars are powered by a 2 stroke 3.5cc engine running at around 35,000 RPM and producing about 2.5 hp, driving the wheels through a 2 speed gearbox. Electric versions use 4 cell LiPo batteries and a fully configurable ESC (Electronic Speed Controller).

The 1/8th On Road section organises events across the UK each year on permanent RC tracks. Outside of the National Championship, these tracks are also used for practice and club racing to help drivers improve their skills and understanding of car setup.

The section has seen steady growth in recent years thanks to the work of the committee and support from specialist retailers who provide parts, upgrades, advice and assistance to help racers get the most from their cars.

Nitro Gas racing adds another dimension, as longer finals require fuel stops and sometimes tyre changes. This introduces strategy around fuel, tyres and teamwork with a pit person. Many family members such as wives, husbands, partners, children and parents often support drivers in the pit lane throughout the race day. Electric 1/8th On Road racing brings different strategies, with a strong focus on optimising car setup and the powertrain to perform in qualifying and the aggregated finals.

Our race events aim to provide drivers with as much track time as possible while ensuring everyone has a fair opportunity to set up their cars for the track and conditions. The goal is to provide a National Championship where all racers can compete and enjoy the challenge.

This year there will be seven National Championship rounds, one of which will be combined with other nitro and electric sections. National events include open free practice on Saturday morning, followed by controlled timed seeding and heats in the afternoon. Sunday is race day, featuring qualifying rounds and finals for all drivers. Electric classes run three leg aggregated finals, while Nitro finals range from 20 to 30 minutes depending on qualifying position.

A big part of the section is the "Après race". Many drivers, pit crews and families camp at the tracks or stay in local hotels, and the friendly banter in the pits often continues into the evening in local bars and restaurants, creating a great atmosphere around the racing.

To begin your journey in the fastest RC car category, visit your local track, speak to a specialist retailer or contact a section committee member, who will be happy to guide you into the adrenaline packed world of 1/8th On Road racing.

Ollie King - BRCA 8th Circuit - Section Chairman



8th Off Road

Racing is fast, colourful, action-packed and extremely competitive.

The 1/8th Off Road section brings together the popular 1/8th Rallycross nitro-powered buggies, battery-powered E-Buggies and 1/8th Truggies. With racing speeds of around 50 mph on a variety of surfaces, the action is guaranteed to be exciting.

The 1/8th Rallycross class is one of the most popular classes of model car racing. In recent years the popularity of the nitro engine has increased greatly, leading to many new drivers entering the sport and others switching from different classes. Rallycross is considered one of the friendliest forms of model car racing. While racing on track is highly competitive, back in the pits drivers often help each other and share plenty of laughs.

Rallycross cars are four-wheel drive and powered by a 3.5cc nitro-fuelled engine with double disc brakes. They feature fully independent suspension that can be adjusted to suit both driver preference and track conditions. Spring tension, damper settings, anti-roll bars and suspension geometry can all be tuned to improve handling, while different tyre patterns and compounds complete the setup. Construction rules from the British Radio Car Association limit the fuel tank size to 125cc.

Our 1/8th Electric buggies are similar to their nitro counterparts but are powered by electricity. They use 4s LiPo batteries (or 2x2s LiPo) to power an ESC (electronic speed controller), which delivers power to an electric motor, typically between 1900Kv and 2100Kv. The 1/8th Truggy is the bigger brother of the Rallycross buggy, being wider and longer and fitted with a truck-style body shell.

Both classes have enough fuel or battery capacity for 5-minute qualifying heats. However, with finals lasting 20 or 45 minutes, pit stops are needed. E8 buggy finals are shorter at 10 minutes. In Rallycross and Truggy racing, a good mechanic is essential for fast refuelling, and races can often be decided by the efficiency of pit stops.

One of the great aspects of these racing classes is that drivers can buy exactly the same equipment used by the top competitors. This creates a very level playing field where driver skill ultimately determines the winner.

The British Radio Car Association runs a National Championship open to all members. There are five rounds of the Rallycross Nationals and three rounds each for the E8 Buggy and Truggy Nationals. Because of the popularity of 1/8th Off Road racing, the championships are held on different weekends.

Within the Rallycross Nationals there are also Clubman's, Junior and Over-40s Championships. All drivers are entered into the National Championship, but the top 30 drivers from the previous season and anyone who reaches more than one "A" final during the year cannot compete in the Clubman's Championship. Junior drivers must be under 16 on 1 January of the current season.



8th Stockcars

These cars may be small in scale, but they deliver serious performance and action-packed racing.

1/8th Stock Cars are a radio controlled model car section within the British Radio Car Association. This form of RC oval racing is the oldest of its kind, having existed since 1973

Based on the full size BriSCA F1 Stock Cars formula, the class follows similar rules wherever possible. Car specifications are closely controlled, colour coded driver grades determine race starts, and legal contact is encouraged, making it one of the most exciting and competitive forms of RC racing.

Cars are built by drivers using a steel chassis frame with RC steering and throttle servos. Power comes from a nitro fuelled single cylinder 3.5cc engine, driving the rear wheels through a belt-driven single beam axle.

Clubs are located across the UK and Holland, racing on purpose built oval tracks with computerised lap scoring systems using transponders mounted in the cars. Tracks have an infield and steel plate outer barriers, with tarmac surfaces typically 30 to 40 metres long. Meetings follow a similar format to the full size racing, where drivers compete in heats aiming to qualify for the meeting final. A consolation race offers another chance to reach the final, while remaining drivers may compete in a Grand National race.

At regular meetings drivers race in four heats of up to six cars, each lasting four minutes. The top four drivers based on their best three heat scores qualify directly for the final. The next six drivers compete in a consolation race where the top two earn places in the five minute final. Some clubs also run a Grand National race for drivers finishing outside the top ten.

Unlike full size racing, heat scores are based on the number of laps completed rather than finishing position, although knockout rounds at championship meetings use finishing positions.

Championship events introduce knockout stages. After the heats, the top 24 drivers enter quarter finals, with the top three from each progressing to semi finals. The top three from each semi final then qualify for the championship final.

Drivers are graded according to performance, with grades shown by roof colours. White represents the lowest scorers, followed by yellow, blue, red and finally superstar. Special roof colours are awarded to championship winners.

Drivers can also win club and regional titles, along with end of season trophies such as grade awards. Overall, 1/8th Stock Car racing offers a fun and affordable alternative to full size BriSCA F1, providing competitive racing for both serious drivers and those looking for an enjoyable weekend hobby.



10th IC Circuit

In the 1/10th IC circuit section we race two classes of nitro cars.

One being Touring car and one being Sports GT. We also have a class for GT8E on road cars. We race these cars at various on road venues around the UK. Our national championships usually run from April till September consisting of 6 rounds with your best 4 to count towards the championship you are in. Each round is run on a purpose-built tarmac racing circuit. When national series are not running there are plenty of local race events happening at clubs all over the country enabling you to race all year round.

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

The GT8 class cars can only run on rubber tyres and are powered by .21 (3.5cc) 5 port engines which run 16% fuel. All this adds up to the excitement of our sections racing. As well as various engine and tyre brands to choose from there is also perhaps the most obvious decision of which car manufacturer to go with, there are a wide range of different brands available and are all capable of winning races and giving you plenty of enjoyment.

Race Procedure

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

Next up is three further rounds of qualifying heats with 2 minutes warm up to enable you to get your engine up to temperature and tyres bedded in which then rolls into 4 minutes qualification for both Touring cars and Sport GT. GT8E qualification is 5 minutes.





10th Off Road Trucks

One of the newest, in its current guise, and most exciting classes of racing within the BRCA.

Stadium trucks have been raced on and off within the BRCA for many years, but now combined with the ever popular short course truck class the BRCA 1/10th Off Road Truck section combines both sets of truck classes and will be organising a 6 round national series in 2026!

The 1/10th electric trucks, short course (closed wheel) and stadium (open wheel), offer not only some of the most fun you will ever have on a race track but a chance to compete for some of the newest BRCA National Championship titles available: 2WD Stadium Truck, 2WD Short Course and 4WD Short Course.

Unlike some of the other off road race classes available the 1/10th Off Road Truck class is renowned for its cost-effective racing.

The 1/10th Off Road Truck committee is made up of a group of volunteer racers who are dedicated to organising the best races for their fellow racers - in terms of family friendly fun. We aim to attend some of the best outdoor off road RC venues in the UK, and whilst maintaining the serious nature of a national championship the focus for the committee in 2026 will also be on maximising the enjoyment of all those who attend a round of the series.

Truck racing is rewarding for all abilities and ages.

For 2026 we are controlling the rear tyres with the aim of making it more cost effective and competitive for racers.

I would also like to thank everyone who helped out over the year and all the clubs for hosting the meeting this year. Hope to see some new faces in 2026 joining the truck section for some fun racing.





10th Electric Circuit

This electric powered section covers 3 different types of racing cars.

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

F1 cars are 2wd scale versions of the hugely popular motor sport class raced around the globe. They are made from carbon fibre, titanium, composites, anodised alloys and feature advanced electronics, however strict construction rules reduce the allowable tuning options that the 4wd touring cars have.

Front Wheel Drive 2wd 'FWD' cars are based on scale BTCC style hatchback cars and are the most cost cost-effective way to get into our section. Again, the cars are made from carbon fibre, titanium, composites and anodised alloys. Electronics are most budget friendly aimed at entry level motor sport.

The 4wd National series runs 2 different motor 4-wheel drive touring car motor classes. The Modified class is the fastest class allowing any motor from the BRCA EB lists with open speed controllers. The Stock class is for 17.5 Blinky motors and Blinky speed controllers from the BRCA EB lists.

The 2wd National series runs 2 classes. F1 with 21.5T Blinky motors and Blinky speed controllers from the BRCA EB lists. FWD with 17.5T fixed timing motors and fixed RPM speed controllers.

National series are run outdoors, with the season running from 1st April to 30th September.

All the venues we visit are purpose built, tarmac circuits. All classes run on a control tyre which ensures a level playing field and reduced cost in tyre selection. The tyre we use is voted on by our drivers before the season starts. All junior entries into our events half price, as we recognise that our young drivers need to be encouraged and nurtured into what we hope will be the world champions of the future.

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

Richard Moore-Harris - BRCA 10th Electric Circuit - Section Chairman



10th Off Road

With the aim of providing a structured, fair, enjoyable and friendly environment, the BRCA 1/10th Off Road Section encourages the development of drivers from complete novices through to future National and potentially International Champions.

We race 2WD and 4WD Off Road Buggies (commonly referred to as “cars”), designed to perform on a wide range of surfaces. Tracks may be built on grass, dirt, astroturf, or a combination of materials, and include features that challenge every aspect of a driver’s skill: humps, jumps, hollows, camber changes and fast straights all contribute to an exciting day’s racing.

Both 2WD and 4WD buggies are supplied in kit form by specialist model shops and can be assembled in just a few hours. Each car features fully independent suspension with interchangeable oils and springs, allowing fine-tuning for any track. Rechargeable batteries power quiet, efficient brushless motors. Drivers compete in five-minute races, using a combination of driving ability and car setup to achieve their best possible result.

Promoting & organising race meetings at club, regional & national level

The 1/10th Off Road Section sanctions a wide range of events to support drivers of all abilities. In addition to the events listed below, Clubs across the UK run their own meetings under BRCA rules and procedures. Details of local Clubs can be found in the Club Listings on the BRCA website. www.brca.org

Events sanctioned by the BRCA Off Road Section include:

Regional Series

The UK (including Scotland, Wales and Northern Ireland) is divided into eleven Regions. Each Region organises a Regional Championship for both 2WD and 4WD classes. Results from these Championships determine Licence Grades for the following year. These grades indicate a driver’s ability and ranking compared with competitors from all regions.

Further details on Licence Grades and the Formula Championships can be found in the relevant section of the handbook.

National Series

The National Series represents the pinnacle of 1/10th Off Road racing in the UK. Many of our top drivers regularly reach the highest Finals at International events and are recognised among the best in the world.

The Series consists of six events in both 2WD and 4WD, held as separate one-day meetings across six weekends during the racing season. Each event is limited to 120 drivers per day and is frequently oversubscribed. Entry is made directly to the Off Road Section.



Performance in the National Series is the pathway through which British drivers qualify to represent the BRCA at European and World Championship events.

Junior, Veteran & Formula Championships

These Championships bring together drivers who have qualified through their Regional events to compete against others of similar ability from across the UK. Four Championships are held over two weekends at two different venues, with 2WD and 4WD run on separate days.

Junior Championship

Split into two age groups — Under 13 and Under 16 — to crown the stars of the future.

Veteran Championship

Divided into Over 40 and Over 50 categories.

(The Junior and Veteran Championships are held at the same venue over a single weekend.)

Formula Championships

Held over a full weekend for drivers holding F2, F3, F4 and F5 licence grades. (F1-grade drivers are not eligible for this event.)

These events allow Regional-level drivers to test their skills against competitors of similar ability from across the UK.

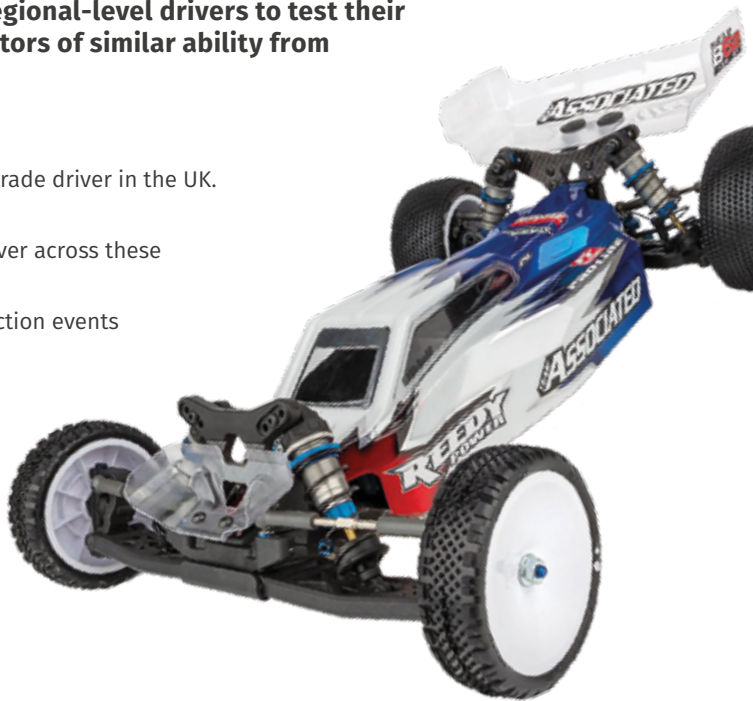
Two titles are awarded:

- **F2 Championship**
to determine the top F2-grade driver in the UK.
- **F3/F4/F5 Championship**
to determine the best driver across these combined licence grades.

Attendance at all major Section events remains consistently high, reflecting the enduring popularity of 1/10th Off Road racing.

Tony Evdoka

BRCA 10th Off Road
Section Chairman





12th Oval

12th oval racing has been around since the late 70s where we used to race on wooden floors.

Nowadays we race on more modern tracks with fitted carpets, which gives much better grip for faster more controlled racing. All the tracks are fitted with a timing system and the cars fitted with a transponder to count the laps and record those race positions.

We hold Major title meetings (World, European, English, British) as well as National, Regional and club championships. The cars, although simple in construction are fast and can complete a lap in under 3 seconds. Clubs also run different sized tracks. No two tracks are ever the same, which keeps you learning at every different event.

The F1 class run brushless motors and LiPo 1s batteries.

The F2 class run brushed motors and 4cell nimh batteries.

The 1300 Stockcars, Ministocks and National Hotrods all have options for their drivers to use either a brushless/LiPo or a brushed/nimh system.

The 2ltr Saloons use a brushless system and LiPo batteries.

Racing is close and competitive throughout all the classes and good concentration and thumb skills are needed to get around the oval as quickly as possible, even using your front bumper on the odd occasion to get the car in front out the way.

We welcome all racers, no matter the age or gender. Some of our best racers are Juniors (under 16). Our section is one big oval family. Everyone is willing to help anyone and we have great laughs in the pit areas. We have oval clubs all over the UK, far up north in Coaltown Scotland to down south in Cornwall and Devon.



12th Electric Circuit

12th Scale Electric Circuit is one of the oldest RC racing classes that can trace its roots back to the 1970's.

Originally styled on Can Am and other sports prototype cars, designs later evolved into Group C and Le Mans Prototype or LMP cars. Despite these changes, the core concept has remained the same. Lightweight chassis, simple suspension, high grip tyres and strong power to weight ratios keep this class among the fastest and most competitive in RC racing.

The category has produced many technical innovations later adopted in other RC classes. Many top international drivers began racing in 1/12th scale, and Great Britain has produced several European and World Champions from this discipline.

1/12th scale racing takes place indoors on needle carpet tracks in venues ranging from community halls to large sports halls. LMP12 has an active club and national championship scene, typically running between October and March. GT12 also has strong club participation with an annual national GP event. LMGT3 and Mini provide accessible, lower cost entry points and remain very popular at club level.

The section includes several classes depending on budget and experience.

LMP12

High performance cars with adjustable brushless motors, 1S LiPo batteries, programmable speed controllers, open tyre choice and high downforce LMP bodyshells. This class is raced from club level to world championships and is a major test of driving skill. Races last 8 minutes.

GT12

A UK based class using the same power systems as LMP12 but with narrower cars and GT style bodyshells, reducing grip and overall performance. Races last 6 minutes.

LMGT3

A newer class using the same chassis rules as LMP12 but lower cost electronics similar to those used in the Mini class. GT bodyshells and durable tyres make it ideal for club racing and as a step towards LMP12. Races last 6 minutes.

Mini

A simple and low cost category using basic chassis with bodyshells styled on the Mini Cooper. Fixed timing motors, price limits on electronics and common 2S LiPo batteries make this a very accessible class. It is mainly club based and rules are set locally rather than nationally. Races last 5 minutes.





M-TC (Mini Touring Car)

These cars are smaller versions of the larger models raced in the BRCA Nationals and club series around the UK.

At 1/12th scale they are more affordable than 1/10th touring cars, with kits typically costing between £80 and £280. Their smaller size makes them ideal for clubs with limited space while still working well on larger tracks.

The chassis design has existed for several years. Early manufacturers such as Atomic, Xray and Press produced models, but the class did not gain much popularity at the time. Over the past four years, especially recently, the class has grown quickly, with many clubs and Winter Championships now supporting it. It has also run as a support class for GT12 at some meetings.

Today there are several chassis options available, including Sport and Pro versions to suit different budgets. Drivers can also choose between shaft drive and belt drive systems. Aftermarket conversion kits also allow some well known 1/10th cars to be converted into M TC models using parts from older cars.



Large Scale On Road

1/5th scale circuit cars race on outdoor tarmac tracks.

Classes include open 2WD touring cars, stock FG 530 4WD touring cars and stock FG Mini 4WD. All are powered by 2 stroke petrol engines from 23cc to 26cc depending on the class.

Open 2WD cars can feature hydraulic disc brakes, tuned engines and adjustable differentials. All cars are single speed with a centrifugal clutch and fully adjustable suspension to optimise handling and performance.

Rubber tyres are pre-glued to plastic rims and come in various grades to suit track conditions. Cars are available as ready to run kits or rolling chassis, allowing drivers to build and customise their own specification, especially in the 2WD class.



Large Scale Off Road

The Large Scale Off Road (LSOR) Section of the BRCA was established over 20 years ago making it one of the association's newest sections and covers the largest scale of off road model vehicles on the market approved for racing at BRCA affiliated clubs throughout the country.

Our national race series is open to any make of off road vehicle whether that is two or four wheel drive and powered with 23cc up to 32cc petrol 2 stroke engines. Brakes on our petrol-powered models can be a single or multiple lay shaft brake, hydraulic or air brakes front and rear which all help to stop the large-scale cars which are capable of speeds in excess of 50 mph from their two stroke petrol primed engines.

As a rule, the top end kits are complete with everything apart from radio gear, engine and fuel. Ready to run kits are also available with everything apart from fuel making large-scale off road racing available to all. All models can be modified as and when needed to the driver's specification.

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

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

Our vision statement

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

What do we have?

Three different classes racing national championships including 2 wheel drive buggy, 4 wheel drive buggy and short course trucks for vehicles which conform to their respective technical specifications and have separate heats and finals. All classes must adhere to the strict BRCA LSOR construction rules. Our normal race format is for three rounds of qualification heats to determine the meeting's qualification positions. Finals are run upon the driver's qualification position and by the end of the day we have our meeting winner. Whilst the National series may be competitive, we have one of the friendliest and helpful series around, so why not come and join us? Not only is large scale racing popular in the UK, with numbers increasing year on year, but also within Europe, there being many opportunities to enter European race meetings.

Introduction to Clubsport

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

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

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

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

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

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

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



Clubsport Racing

Here in clubsport we include everything that's raced which we do not host a BRCA National Championship Series. Clubsport offers the ability and opportunity for classes of racing to grow and be supported and promoted by the BRCA and, one day (Maybe) flourish into a BRCA National Race Series.

This area is new and ever growing. Please let us know if you would like to contribute to this area and include what you race at your club. Let's make something great!

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

The BRCA logo is displayed in a stylized, bold font. The letters 'B', 'R', and 'C' are stacked vertically, with 'B' on top, 'R' in the middle, and 'C' on the bottom. The 'A' is positioned to the right of the 'C'. The letters are filled with a gradient of red, white, and blue, and have a black outline. The logo is set against a background of a stylized, glowing blue and white circular pattern that resembles a racetrack or a speed effect.

BRCA



Speed Records

We do mean **SPEED** too!

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

Events are based on the same way that world speed records are established in the full sized community, a run-up is followed by a trip through a speed trap and then stopping afterwards.

The events are organised in the UK by ROSSA – Radio Operated Speed Scale Association. Their main goal is to define a set of classes and rules for the running of speed events to ensure equal and fair competition between speed racers no matter what their location.

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

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





Drifting

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

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

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

Radio-controlled drift cars are usually equipped with special low grip wheels so that cars are able to slide easily. Typically, higher end drift cars contain a four-wheel drive machine and made from high quality materials. 4x4 cars are easier to control and are recommended for easy drifting.

Some of the popular brands of RC drift cars are those that are supplied by Tamiya and Yokomo.



10th Tamiya Trucks

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

Affordable starting class for on road racing both indoors and outside on tarmac.

A MUST for those truck racing fans across the UK.





Rock Crawling

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

In rock crawling, drivers drive working models of highly modified four-wheel-drive vehicles such as trucks, Jeeps, and "buggies" over very harsh terrain.

Driving locations are scaled from real-life areas like boulders, mountain foothills, rock piles, mountain trails, etc.

Rock crawling is about slow-speed, careful and precise driving, and high torque generated through large gear reductions in the vehicle's drive-train.

Rock crawlers often drive up, down and across obstacles that would appear impassable.

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



Hot Rods & Oval

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

Hot Rods, or in some cases the Hot Hatch, is a car slightly bigger than a GT12, but with all the simplicity of the Minis. There is a Hot Hatch series organised by Mardave using six clubs and mixing ovals with circuits, and for £60 for the basic kit they really are affordable pocket rockets. Bangers are standard road-going cars beefed up to withstand the contact nature of the racing, and are run on ovals. There is a huge selection of bodies available from sellers like Kamtec, and part of the fun is painting them up like the real thing.

Many other specialist clubs run events for Hot Rods and Bangers – search for “RC Oval Racing” on any search engine or Facebook to open a world of low- cost RC racing. Check out our Club register at www.brca.org to find a club near you running Hot Hatch on circuits, or Hot Rods and Bangers on Oval, and go racing!



Minis

Much as the full-size, low-cost Mini Se7en club thrives after 50 years, so the Mardave low-cost class thrives after 40 years of RC. Today they use Mini bodysells and come as a complete kit for around £130 to which a battery and charger must be added, and radio control gear obtained. Since its release in 2015 little has changed and the rules are simple.

If it comes in the kit it's legal with a few additions. Servos cost £10, a G2 silver can motor slightly less, and 15/48 is the fixed gear ratio that levels out speeds in the class.

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

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





Bikes

The Bike class started in 2002 with a few bikes turning up to large scale on road meetings.

Since then, interest has grown so the Bikes formed their own section in 2006 and dominated that year's world bike championships. Since those early days, numbers have declined but racing continues in the class. The class are keen to see new faces.

Bring your bike along to one of the UK clubs running bikes, or attend one of our meetings. Bikes look like scale representations of MotoGP bikes. Two scales are raced, the larger 1/5th (Electric or Nitro), and the smaller but more agile 1/8th (Electric).

There is even a sidecar class, if you're looking for something different!

Meetings are weekends with practice and newcomer instruction on Saturdays and racing on Sunday.

Full details of the events calendar, rules and entry can be found on the BRCA.org website. The Bike Section handbook, and other helpful documents available to download.



BRCA Sportscar Endurance Championship

Introducing the BRCA Sportscar Endurance Championship - a unique team-based racing format where teams of four compete in extended endurance events.

This class challenges drivers not only to race against one another but also to work strategically as a team. Success will require skillful management of tyres, batteries and pit stops, as well as careful attention to detailed, hypercar-inspired bodysells that echo their full-sized counterparts.

Using 1/10th scale electric touring car chassis, this class will push the limits of RC technology, potentially introducing innovations inspired by the world of full-scale motorsport.

This one-of-a-kind racing experience promises intense rivalries, camaraderie, and exciting competition for RC enthusiasts. Join us in creating a new chapter in RC endurance racing!





1-6

**BLACK NUMBERS ON
50mm WHITE STICKERS**

100 OF EACH NUMBER

£25

0-9

**BLACK NUMBERS ON
50mm WHITE STICKERS**

100 OF EACH NUMBER

£35

1-14

**BLACK NUMBERS ON
65mm YELLOW STICKERS**

100 OF EACH NUMBER

£45

2026 Race Numbers

Order via www.brca.org

Prices include postage (Royal Mail 2nd Class)

Allow 3-4 days for delivery



General Rules 2026

- | | |
|-----------------------|-----------------------------|
| 01. Members | 08. Equipment |
| 02. Competitors | 09. Smoking |
| 03. Marshals | 10. Radio Equipment |
| 04. Safety | 11. Records |
| 05. Officials | 12. Conduct |
| 06. Tracks | 13. Vehicle Scope |
| 07. Drivers' Briefing | 14. Electronic Driving Aids |



01. Members

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

02. Competitors

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

03. Marshals

It is an accepted part of Radio Controlled (RC) model vehicle racing that models differ from full size vehicles in that the operator is remote from the vehicle and the operator looks at the RC vehicle and does not see the potential view from it. It is the Marshal's responsibility to ensure their own protection before leaving their designated Marshals post to assist a RC vehicle.

All Marshals must wear Hi-Vis Vest/T-Shirt/Jacket in predominantly bright colours (black/blue varieties not permitted). The Marshals must wear this apparel correctly. It is part of the race organiser's role to determine, to their best ability, a safe marshalling point for you. However it is every Marshal's responsibility to report to race control if they feel that their post is inadequately protected. Marshals must not use any mobile devices (eg Phones & Tablets) at any time inside of the track perimeter.

04. Safety

GENERAL: Competitors MUST consider the safety of marshals, spectators, and other drivers at all times. No car shall be constructed or used so as to be dangerous to persons. All cars must have a positive means of stopping fitted and working. All members must comply with instructions and recommendations issued by product manufacturers, subject to any further restrictions in any BRCA rules. If you are unsure about any product of a chemical nature (cleaners, aerosols, additives, etc.) then ask to see the COSHH report for the product. If there is no COSHH report on the product then we recommend you do not use it.

All Sanctioned BRCA Race Events must carry out an On-site Risk Assessment prior to the Drivers Briefing. The Risk Assessment must be submitted via the BRCA Risk Assessment process within 3 days following the event.

BATTERIES: In the interest of safety, any battery pack(s) carried on a model car must be able to be disconnected quickly without the use of tools in an emergency. Direct soldering is not allowed. All Lithium-based drive batteries must be in a 'closed' LiPo sack when being charged or discharged. This applies to any discharging procedures, except during a race or when using organiser supplied resistors to correct voltage.

LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and is of a suitable construction so as to contain a LiPo/LiFe fire. Sacks must be obtained from a recognised supplier to the UK RC industry.

The BRCA will not approve any Lithium battery for use at BRCA sanctioned events that exceeds 4S in a single unit. Members must read and comply with the IATA Guidelines currently in force when they wish to travel overseas.

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

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

1S – 4.20v (LiPo), 3.70v (LiFe)

2S – 8.40v (LiPo), 7.40v (LiFe)

4S – 16.80v (LiPo), 14.80v (LiFe)

ALL Lithium based 'drive' batteries, over 20wh, used in ALL Sections must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar strength material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed is for exit wires or 'pin type' connectors.

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

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

05. Officials

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

06. Tracks

Tracks must have an outer perimeter sufficient to contain the RC vehicles being operated within it. At all BRCA sanctioned events, the BRCA steward is responsible for designating the track area, which may include pit lanes and start/finish areas. The only persons allowed

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

07. Drivers' Briefing

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

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

08. Equipment

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

09. Smoking

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

10. Radio Equipment

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

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

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

This applies especially to the aerial and power source.

The reversal of crystals is not allowed.

11. Records

All clubs are required to keep complete membership and entry details respectively; these details must include full names and addresses, and are recommended to include emergency contact phone numbers. The relevant section official must keep entry details for sanctioned events and clubs keep records of attendance at meetings, (e.g. heat list/entry forms) It is a

requirement that all accidents must be reported to the BRCA officer responsible for Insurance (currently the Treasurer) as soon as possible.

12. Conduct

Any driver, representative, mechanic or friend of a driver found to be under the influence of drink or drugs or behaving abusively will be expelled from the meeting (a meeting may be one or more days and consist of more than one event/class). Affiliated clubs must keep an 'Incident Book' in Race Control. Any incidents should be logged in it and on the BRCA Website. Serious incidents will be reviewed by the Executive Committee as required. Any individual subject to disciplinary action (see Rule 9 – Constitution) shall be notified, the notice will also be forwarded to all association officers and affiliated clubs.

13. Vehicle Scope

The BRCA will not recognise a model vehicle as being suitable for Radio Control that is more than any of these measurements; 1 metre long, 20kg in weight or a maximum of 35cc engine capacity.

14. Electronic Driving Aids

Steering and driving/brake can only be operated by direct action of the driver using the Radio. The use of traction control devices, active suspension devices and any steering or power control aided by gyroscopes, 'G'-force sensors or devices giving a similar effect is strictly forbidden on vehicles with four or more wheels.

It is strongly advised that competitors do not use any radio/receiver combinations that have the capability of performing the above functions at BRCA sanctioned events, even if the functions are disabled. Organisers have the right to refuse such equipment being used, if they consider the non-allowed functions could be activated whilst the vehicle is being driven.

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

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

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



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www.brca.org

Visit the BRCA website to keep up to date with what's going on in the world of RC model motorsport



Constitution Rules 2026

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These Rules are applicable to all sections



01. Title

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

02. Objectives

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

03. Membership

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

- (a) Full Individual member.
- (b) Non Racing member – Persons who while not actually competing are involved in the event, be that helping to organise or run the meeting or providing assistance to a competitor (Pit Crew, stand in Marshal etc.)
- (c) Fellows - Persons who have performed outstanding service to the Association. This accolade is confirmed by a vote at the BRCA AGM.
- (d) Club Affiliation - Any club who has satisfied the Association of its willingness and ability to fulfil the obligations of an affiliated club.

The Members Handbook will be available to all members.

- (e) Junior member- a junior member is a member who holds a junior membership for the current membership year.

All members have the right to attend and vote on issues at the Association AGM, additionally Full and Junior members have the right to attend and vote at section conferences.

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

04. Subscriptions

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

05. Resignation

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

06. Cessation Of Membership

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

07. Officials

“To qualify for election to any Association Committee position, the member so elected will become a Full Individual member of the Association if not already one. The following Officers shall be elected annually for a period of two years at the AGM: Chairman, Secretary and Treasurer plus such other Officers as may be deemed necessary. Nominations for these positions to be submitted at least five weeks before the AGM. The nominee must be a Full Member of the Association. The above Officers together with the Chairman and Secretary (unless otherwise nominated) from each Section of the Association shall comprise the full Association Executive Committee. The Executive may meet in full or in part where the business to be discussed is only relevant to clearly defined areas of the association, e.g. Sporting or Administrative sub committees.

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

08. Committees

Section committees shall be established within the association to administer for the individual needs of the members racing interests. Each section committee shall comprise of a Chairman, a Secretary and such other committee members as sectional conferences shall decide. One official, normally but not essentially the Chairman, must attend committee meetings. Minutes from Committee meetings to be published and made available for all BRCA Members.

09. Powers Of The Committee

The Executive Committee shall manage all concerns of the Association upholding the Associations Constitution, and shall have powers to settle all points of interpretation of Association rules, providing such powers shall not overrule a resolution of the AGM. A Sectional Committee shall manage all the concerns of the racing interest for which it was established, with powers to settle all points of interpretation of Section rules, provided such power shall not overrule a resolution of a Section Conference, AGM or General Rules. A Section Committee quorum will be decided by that Section Committee. The Executive Committee and any Section Committee shall have powers to establish sub-committees to manage special interests or events and to co-opt members onto such sub committees. Any committee may, from time to time, fill any vacancy in its number which may arise for the remaining period of office. If the conduct of any member, in or out of Association events, shall in the opinion of the Executive Committee, or member of it, be injurious to the character or interest of the Association then membership can be suspended until the matter is dealt with by the Association Executive. The Association Executive can require said person to attend such meeting as is required to explain their actions, they shall have the power to expel such member or call upon them to resign and will there upon cease to be a member of the Association, this decision will be ratified by the Executive Committee. Should a member who has been expelled or been required to resign wish to appeal, this shall be done in writing

to the Association Secretary and the appeal will be held before the Executive Committee. In every case of expulsion or required resignation of a member the decision of the Executive Committee shall be final and the excluded member shall have no remedy against the Association or Committee, or any further right of appeal. A minimum of two thirds majority shall be necessary to order an expulsion.

10. Rule Changes

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

For each meeting (AGM or Section), proposals relevant to that meeting must be received no later than four weeks prior to the scheduled date. Submissions received after this deadline will not be considered.

11. Voting

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

12. Finance

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

13. Financial Year

1st October to 30th September.

14. Annual General Meeting

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

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

15. Extraordinary General Meeting

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

16. Minutes Of Meetings

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

17. Deficiency Of Funds

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

18. Members Addresses

Each members address shall be recorded in their member profile, the member MUST keep this updated and correct at all times.

19. Constitution Rules

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

20. Interpretation Of Rules

The Executive committee shall be the sole authority for the interpretation of these rules and the decision of the committee upon any question of interpretation, or upon any other matter

affecting the Association not provided for by these rules, shall be final and binding on the members.

21. Alteration Of Constitution

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

22. Dissolution Of Association

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

23. Obligation Of Members

- (a) To uphold the Constitution of the Association.
- (b) Affiliated clubs must keep the Association informed of their details and their club profile up to date at all times.

24. Awards/Prizes at BRCA Sanctioned Events

- (a) Unless the Executive committee has first given its express permission in writing, no trophy, award or prize of any kind may be given which has an intrinsic value greater than £100.00 UK Sterling.
- (b) Under no circumstances are cash prizes to be awarded.

Notes

