

BRCA

BRITISH RADIO CAR ASSOCIATION

LMP12 Handbook 2017



www.brca.org

ON YOUR MARKS,

**GET SET,
SUBSCRIBE!**

GET RACER DELIVERED THROUGH YOUR DOOR AND SAVE UP TO

**47%+ A FREE
GIFT**



**SUBSCRIBE TODAY - GET 12 ISSUES FOR £27
& GET THE BEGINNERS GUIDE TO RC CARS WORTH £11.95 FREE!!!**

www.rcracer.com



01525 222573



www.adhpublishing.com



enquiries@adhpublishing.com

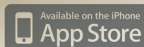


Image courtesy of www.neo-buggy.net

Contents

4	How to use this section handbook
5	Introduction
7	Beginner's guide
10	How to enter national events
11	Calendar of events
12	National event details
25	How to find your local club
25	Specialist retailers
26	Procedural rules
34	Construction rules



The Aggregation of Marginal Gains

 Advanced RC Car			
			
			
			
			

www.zen-racing.co.uk 01323 442575 email: sales@zen-racing.co.uk
Unit 1, European House, Hackhurst Lane, Hailsham, East Sussex, BN27 4BW

How to use this section handbook

This booklet is aimed at competitors or officials for the LMP12 class, enabling them to have the information required for the class at all times. However it should prove useful to all club racers too, as we hope it will give the reader more information about our national series.

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

The application of the rules works thus:

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

Changing a rule

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

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

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

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

Summary

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

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

Introduction

Hello and welcome to LMP12 Racing.

This class of racing is probably one of 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 Le Mans Prototype (LMP) sports cars, such as the Porsche 919 Hybrid and the Audi R18 E-Tron Quattro, hence the term 'LMP12', which we have started to use in place of '1/12th Scale' in order to give the cars we race more relevance towards their full sized counterparts.



LMP12 cars are of a simple design but feature the use of the latest materials such as carbon fibre and titanium. This makes them very lightweight which gives them their incredible speed and acceleration, making them probably the fastest of any of the electric classes of 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 LMP12 chassis ensures that this is a competition that truly rewards a driver's skill, consistency and ability to understand car setup. The result of an eight minute national race is regularly decided by fractions of a second.

Unlike the other electric classes, LMP12 races are eight minutes in length. This increased track time for your money, combined with the relatively low cost of running LMP12 cars has to be one of the major advantages of this class.

LMP12 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 October to March, 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 all 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 Circuit 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.

Things have changed and developed over recent years since and it is not uncommon to now see as many as 90 competitors at a national event, which has coincided with a 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 the biggest and best 1/12th scale National Championship in the world, while giving good value for money and supporting the class at grass roots 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 below; please do not hesitate to contact us directly if we can be of any assistance.

Good luck with your racing during the forthcoming season.

<p>Chairman</p> <p>Peter Winton 12cchair@brca.org</p>	<p>Secretary</p> <p>Alan Hubber 12csec@brca.org</p>	<p>Treasurer & EFRA Rep</p> <p>Jim Spencer treasurer@brca.org</p>	<p>Entries & Qualifying Officer</p> <p>Stewart Craig 12centries@brca.org</p>
			
<p>Eligibility Officer</p> <p>David Gale 12celigibility@brca.org</p>	<p>Safety Officer</p> <p>Vacant 12csafety@brca.org</p>	<p>PR Officer</p> <p>Vacant 12cpro@brca.org</p>	<p>Sporting Co-ordinator</p> <p>David Spashett 12csporting@brca.org</p>
			

LMP12 – A beginner’s guide

Taking up a brand new hobby is a somewhat daunting prospect for someone of any age or background. There’s a lot to learn and take on board, often before you’ve really started out properly. RC car racing is no different, and in fact nearly always it will be of benefit to do some reading and find out the basics before committing to a purchase or making a decision.

This article assumes that you’ve already decided that RC racing is for you and that you’re considering LMP12 as the class to start off with, or maybe you’ve previously raced another class such as nitro on road or electric buggies and are coming in to LMP12 for the first time.

The short checklist below outlines the milestones that you’ll need to reach in order to go from ‘having an interest’ to ‘going racing’ in LMP12:

- ✓ Become a BRCA Member
- ✓ Find your nearest club that supports the LMP12 class
- ✓ Purchase the equipment you need
- ✓ Build/prepare your car and go racing
- ✓ Take your racing to the next level

Become a BRCA member

BRCA membership is important and should be the first thing to cross off your ‘to do list’. For more information about what BRCA membership provides and why it is important, visit the BRCA website at www.brca.org. You can also use this link to join the BRCA online.

Find your nearest club

LMP12 cars are designed specifically for racing, which means they aren’t suitable for driving up and down the street or in a local car park. Therefore it is strongly advisable to find out where your nearest club is that supports LMP12 racing and pay them a visit.

Finding your nearest club will not only allow you to establish where you will be able to race your LMP12 car, but also to start getting that thing which money can’t buy: good advice! On your first visit to the club, ask the racers there about their LMP12 cars and the racing. What equipment do they use? How much does it cost and where do they buy it from? Are there any rules specific to the club that you need to be aware of? Establishing these things will lay the foundations for what comes next, give you a much better understanding of what LMP12 racing entails and hopefully enable you to make informed decisions on what to buy.

Purchase the equipment you need

LMP12 cars come in kit form and typically include the main chassis and suspension components along with a detailed assembly manual. There are lots to choose from and most of the major manufacturers make a competitive car. The simplistic nature of LMP12 cars means that pretty much all of the leading brand cars could be winners in the right hands. It usually comes down to

how you build, setup and drive the car rather than one chassis having an advantage over another. Choose a car that seems to be popular and has good backup for spare parts and advice.

In addition to a chassis kit you'll need a full set of electrics including radio gear. It is typically a good idea to choose a radio system which has adjustable features such as steering end points and throttle & brake curves. Whilst a little more expensive these tend to be of better quality, have a faster response and will help you get the most out of your LMP12 car.

LMP12 cars use 1S Lithium Polymer (or LiPo) batteries. These have a nominal voltage of 3.7V and range in capacity from around 4000mAh to 8000mAh. There is a list of homologated packs that are legal for use at BRCA national events on the BRCA website.

LMP12 cars use brushless motors and compatible speed controllers which have what's known as a 'blinky' function. This refers to a flashing LED that will be visible when the speed controller is switched on and ready for use and indicates that the speed controller is not equipped with any complex dynamic timing advance (also known as boost or turbo). Be sure that the speed controller you purchase is suitable for use with 1S LiPo batteries; many of the entry level speedos are not. If in doubt, ask someone for assistance in choosing. With motors it is advisable to start off with a stock motor, so typically one with 13.5 or 10.5 turns. These are the most widely used motors at both club and national level. Remember; the lower the number of turns the more powerful the motor. As with batteries, homologation lists of approved equipment can be found on the BRCA website.

You'll also need a servo to power the steering on your car. There are several to choose from and they are of varying prices and quality. LMP12 cars use smaller sized servos than other RC cars so make sure that the servo you purchase is compatible with your chassis.

What good is a car if it's got no wheels? LMP12 cars use foam tyres and there are plenty available from different manufacturers in a range of compounds. The best advice we can give in this area is to choose a tyre brand that you're comfortable with and can get regular supply of and stick with it. Different manufacturer's wheels can have different offsets, so attempting to use multiple brands could leave you confused. Oddly, LMP12 tyre compounds are usually classified using colours rather than numerical shore ratings. The most widely used compounds are pink (30 shore) rears and magenta (32 shore) fronts. If you're unsure of what brand and which compounds to buy, ask for help.

There are a range of body shells available for LMP12 cars, all of which are styled on full sized Le Mans Prototype (or LMP) cars. Protoform is perhaps the most well-known and popular brand globally and their body shells have won countless British, European and World Championships. Other brands include BlackArt, Blitz and Bomber.

Finally, you'll need equipment to charge your batteries and a set of tools to use when working on your car. As with the other items above, seek advice online or at your local shop or club regarding what to buy.

Build your car and go racing

The most important thing here is to TAKE YOUR TIME. LMP12 cars are very sensitive, so try to be thorough when you build and prepare the car. Make sure all of the moving parts do so freely and try to avoid wires catching on the inside of the body shell. Time spent in properly preparing your car will pay dividends in the long term and you'll be able to get the most out of your chassis. There's a wealth of information available online and the drivers at your local club will be happy to help too; just ask them for advice on what they do.

By this time you should already have found your nearest club and have a good idea of how they operate. Take things slow and steady to begin with; concentrate on driving smoothly and consistently and the speed will build as you get more comfortable.

Take Your Racing to the Next Level

Once you've been racing at club level for a while you may find that you want to go and experience different tracks and meet new people. This is one of the great things about LMP12 and RC car racing in general; there's a vast network of people, clubs and events to engage with, whatever your level of ability and experience.

It may seem daunting, but actually one of the best ways to learn about LMP12 is to enter a national championship event. These events are open to anyone and there is sure to be someone else competing at your level. What's more, you'll have direct access to help and advice from the country's fastest and most experienced drivers. It is probable that you'll learn more in a single national weekend than during several months of club racing as in many cases you'll be able to pick up and understand the do's and don'ts from other people instead of having to figure them out for yourself. There is more information about this year's national events in this handbook

The Journey Begins Here

All that remains is for us to wish you the best as you embark upon racing LMP12. We hope that you enjoy it and that in doing so you remember these key bits of advice:

- Take your time
- Ask for help if you're unsure
- Practice as much as you can

See you trackside soon!

How to enter national events




Each year clubs from all over the country are invited to submit applications to host a round of our national championship. The committee strive to make every national competition the best possible series of events, providing quality tracks and facilities to give drivers value for money.


Each day in the national series is an individual standalone event meaning you can enter as little as a single days racing if you've never tried one of our competitions before.

All entry is done via the BRCA website.

- Go to <https://www.brca.org/12c-events.html>
- As you scroll down you will see a list of the available events.
- Simply click on the **Enter** button next to the event you wish to enter to add this to your cart.
- You can then either click **checkout** to go on and complete you entry or **add more events** to add more entries to your cart.
- You will either be required to login to the website or if you've never previously registered then complete required the registration details.
- You will then be redirected to a paypal payment page to complete your entry.

Over the next series of pages you will find details of the events for the current season.



Supporting LMP12 Racing with the BRCA 

Calendar of Events

Date	Event	Venue
October		
22	LMP National Round 1 - Stock	Eastbourne
23	LMP National Round 1 - Sport LMP National Round 1 - Modified	Eastbourne
November		
19	LMP National Round 2 - Stock	MB Models
20	LMP National Round 2 - Sport LMP National Round 2 - Modified	MB Models
December		
10	LMP National Round 3 - Stock	Tamworth
11	LMP National Round 3 - Sport LMP National Round 3 - Modified	Tamworth
January		
21	LMP National Round 4 - Stock	Barley Mow
22	LMP National Round 4 - Sport LMP National Round 4 - Modified	Barley Mow
February		
18	LMP National Round 5 - Stock	Swifts Raceway
19	LMP National Round 5 - Sport LMP National Round 5 - Modified	Swifts Raceway
March		
25	LMP National Round 6 - Stock	Chesterfield
26	LMP National Round 6 - Sport LMP National Round 6 - Modified	Chesterfield

Eastbourne Car Club

Round 1

Date 22/10/16 - 23/10/16

Address

Robertsbridge College
Knelle Road
Robertsbridge
East Sussex
TN32 5EA

Venue Facilities

Toilets Ladies, Gents & Disabled

Access Disabled access to track & pits

Catering Hot & cold food & drink
will be available

Track Information

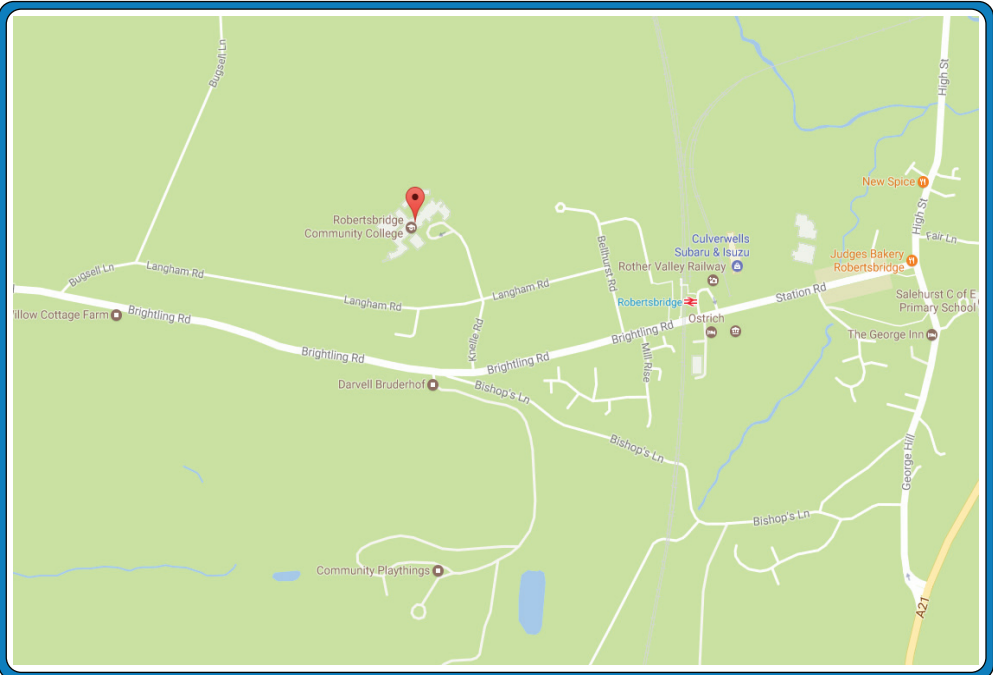
Carpet Black E.T.S.

Size 30m x 16m

Markers White square downpipe, white corners

Rostrum 1.5m high with steps to platform at each end

Pits Tables, chairs and mains power available (please bring an extension)



LMP12 Setup Sheet



Equipment

Motor Shell

Timing Battery

Pinion Esc

Spur Servo

Driver

Date Temp.

Track

Event

Carpets

Surface Bumpy Smooth

Grip Low High

Layout Tight Open

Rear Suspension

Ride Height

Side Spring

Damper Oil

Shock Oil

Width

Notes

Centre Suspension

Ride Height

Centre Spring

Damper Oil

Shock Length

Droop

Notes

Front Suspension

Ride Height

Spring

Camber

Caster

Width

Notes

Rear Tyres

Make

Compound

Size

Additive

Time

Notes

Front Tyres

Make

Compound

Size

Additive

Time

Notes

Notes

MB Models

Round 2

Date 19/11/16 - 20/11/16

Address

Oulton Hall Grounds
Rothwell Lane
Oulton
Leeds
LS26 8HN

Venue Facilities

Toilets Ladies, Gents & Disabled

Access Disabled access to track & pits

Catering Hot & cold food & drink available

Track Information

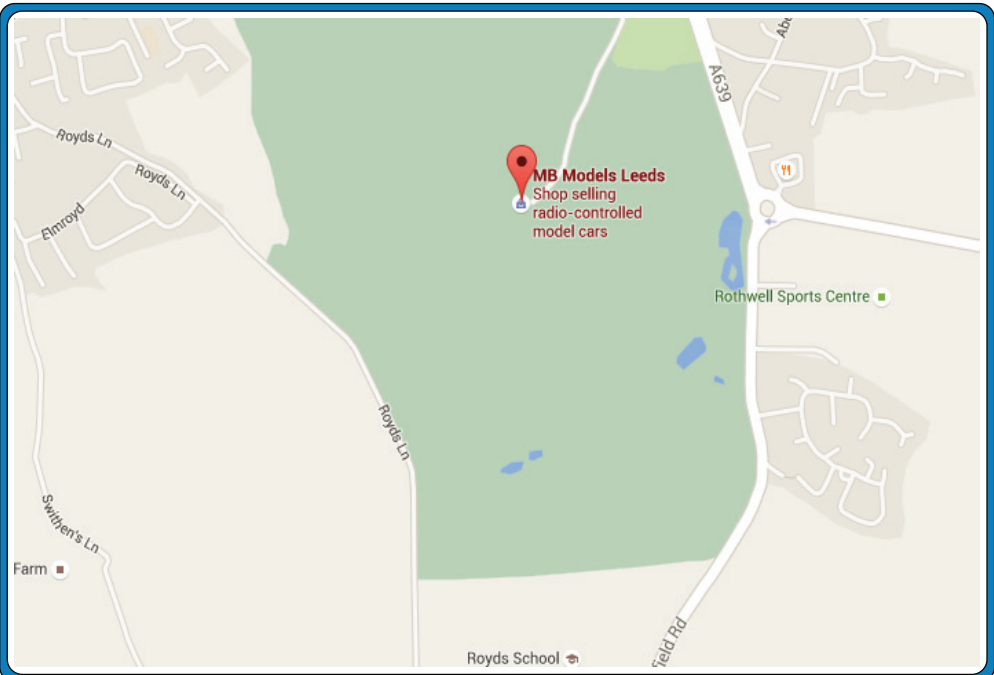
Carpet Primafelt GT

Size 28m x 14m

Markers White square downpipe, white corners

Rostrum 1.0m high with ramped access to platform

Pits Tables, chairs and mains power available (please bring an extension)



LMP12 Setup Sheet



Equipment

Motor Shell

Timing Battery

Pinion Esc

Spur Servo

Driver

Date Temp.

Track

Event

Carpets

Surface Bumpy Smooth

Grip Low High

Layout Tight Open

Rear Suspension

Ride Height

Side Spring

Damper Oil

Shock Oil

Width

Notes

Centre Suspension

Ride Height

Centre Spring

Damper Oil

Shock Length

Droop

Notes

Front Suspension

Ride Height

Spring

Camber

Caster

Width

Notes

Rear Tyres

Make

Compound

Size

Additive

Time

Notes

Front Tyres

Make

Compound

Size

Additive

Time

Notes

Notes

Tamworth Radio Racing Auto Club

Round 3

Date 10/12/16 - 11/12/16

Address

Wilnecote High School
Tinkers Green Road
Wilnecote
Tamworth
B77 5LF

Venue Facilities

Toilets Ladies, Gents & Disabled

Access Disabled access to track & pits

Catering Hot & cold food & drink provided by the Tamworth Radio Racing Auto Club

Track Information

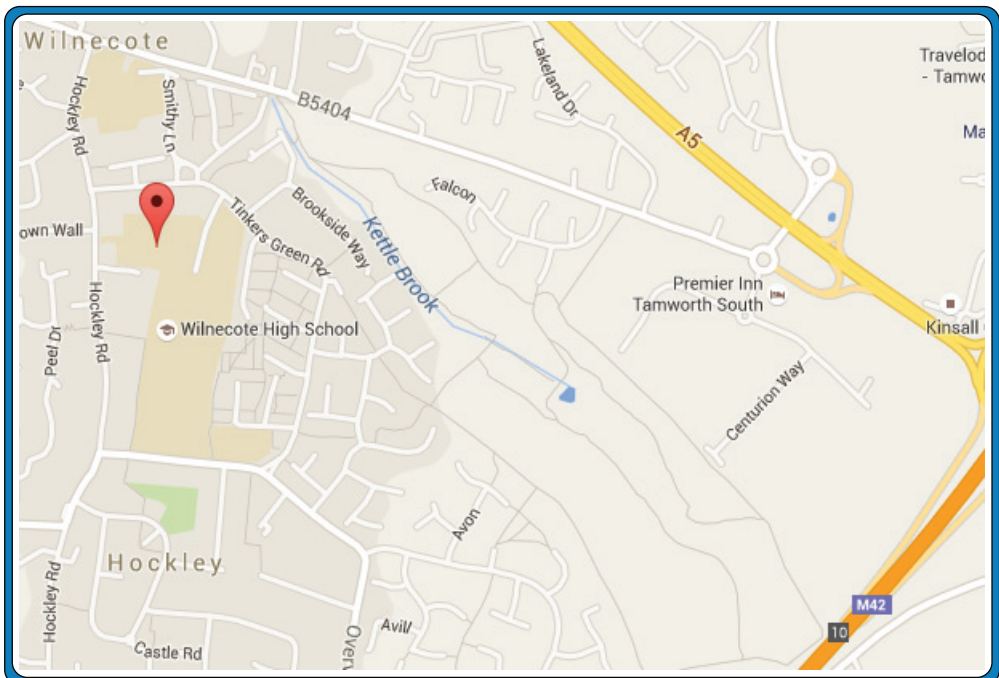
Carpet Primafelt GT

Size 28m x 14m

Markers White square downpipe, white corners

Rostrum 1.0m high with steps to platform

Pits Tables, chairs and mains power available (please bring an extension)



LMP12 Setup Sheet



Equipment

Motor Shell

Timing Battery

Pinion Esc

Spur Servo

Driver

Date Temp.

Track

Event

Carpets

Surface Bumpy Smooth

Grip Low High

Layout Tight Open

Rear Suspension

Ride Height

Side Spring

Damper Oil

Shock Oil

Width

Notes

Centre Suspension

Ride Height

Centre Spring

Damper Oil

Shock Length

Droop

Notes

Front Suspension

Ride Height

Spring

Camber

Caster

Width

Notes

Rear Tyres

Make

Compound

Size

Additive

Time

Notes

Front Tyres

Make

Compound

Size

Additive

Time

Notes

Notes

Barley Mow Car Club

Round 4

Date 21/01/17 - 22/01/17

Address

Temple Park Leisure Centre
John Reid Road
South Shields
NE34 8QN

Venue Facilities

Toilets Ladies, Gents & Disabled

Access Disabled access to track & pits

Catering Hot & cold food & drink available

Track Information

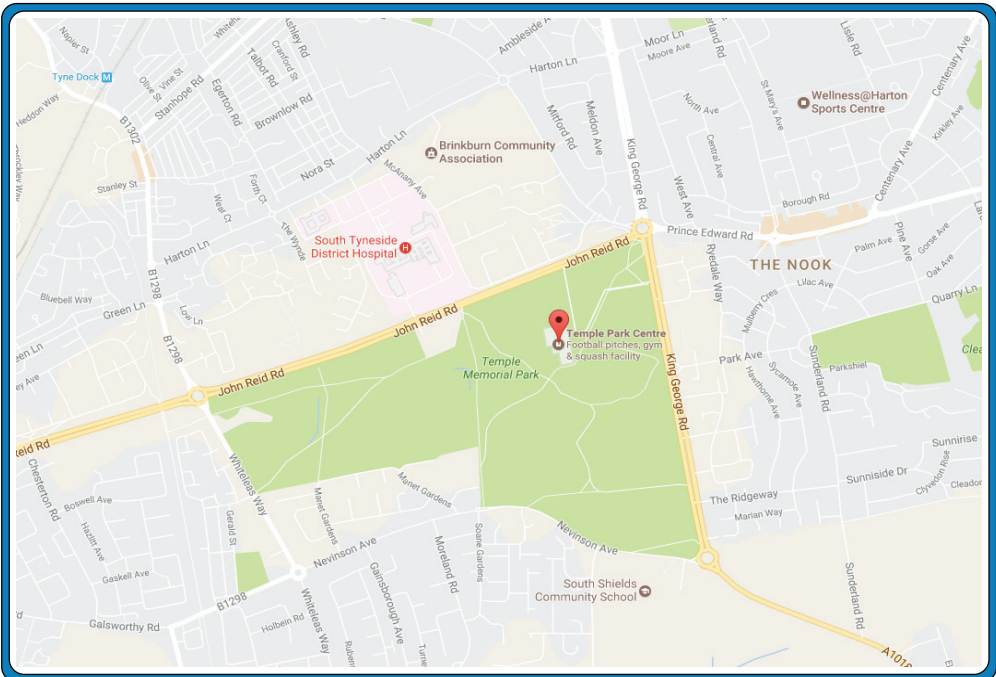
Carpet Primafelt GT

Size 28m x 14m

Markers White square downpipe, white corners

Rostrum 1.0m high with steps to platform

Pits Tables, chairs and mains power available (please bring an extension)



LMP12 Setup Sheet



Equipment

Motor Shell

Timing Battery

Pinion Esc

Spur Servo

Driver

Date Temp.

Track

Event

Carpets

Surface Bumpy Smooth

Grip Low High

Layout Tight Open

Rear Suspension

Ride Height

Side Spring

Damper Oil

Shock Oil

Width

Notes

Centre Suspension

Ride Height

Centre Spring

Damper Oil

Shock Length

Droop

Notes

Front Suspension

Ride Height

Spring

Camber

Caster

Width

Notes

Rear Tyres

Make

Compound

Size

Additive

Time

Notes

Front Tyres

Make

Compound

Size

Additive

Time

Notes

Notes

Swifts Raceway

Round 5

Date 18/02/17 - 19/02/17

Address

Killamarsh Sports Centre
Stanley Street
Killamarsh
Derbyshire
S21 1EL

Venue Facilities

Toilets Ladies, Gents & Disabled

Access Disabled access to track & pits

Catering Hot & cold food & drink available

Track Information

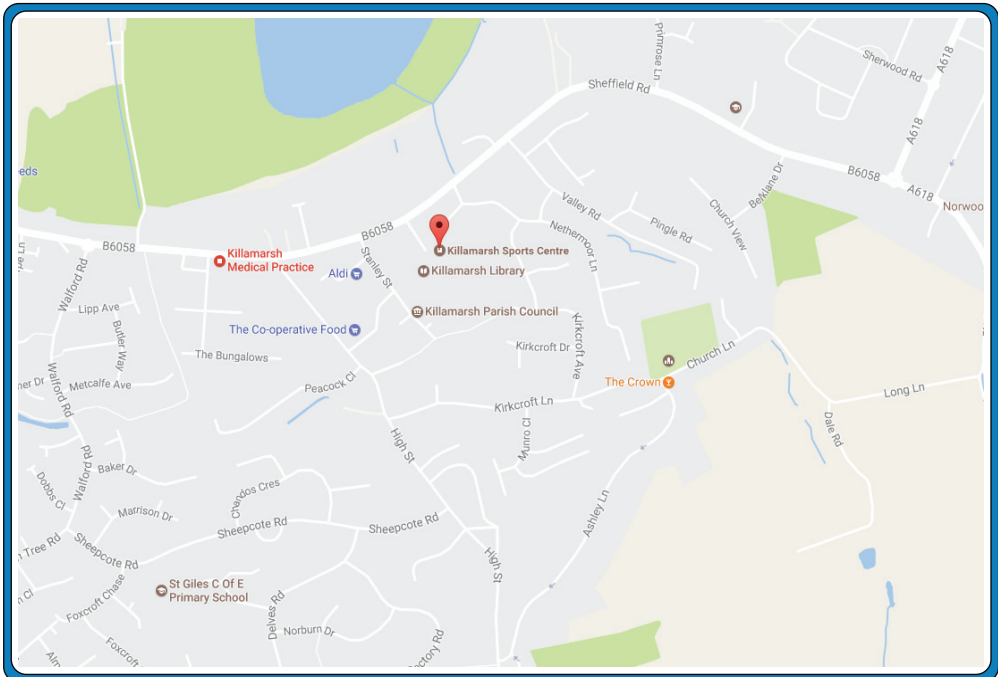
Carpet Primafelt GT

Size 30m x 16m

Markers White square downpipe, white corners

Rostrum 1.0m high with steps to platform

Pits Tables, chairs and mains power available (please bring an extension)



LMP12 Setup Sheet



Equipment

Motor Shell

Timing Battery

Pinion Esc

Spur Servo

Driver

Date Temp.

Track

Event

Carpets

Surface Bumpy Smooth

Grip Low High

Layout Tight Open

Rear Suspension

Ride Height

Side Spring

Damper Oil

Shock Oil

Width

Notes

Centre Suspension

Ride Height

Centre Spring

Damper Oil

Shock Length

Droop

Notes

Front Suspension

Ride Height

Spring

Camber

Caster

Width

Notes

Rear Tyres

Make

Compound

Size

Additive

Time

Notes

Front Tyres

Make

Compound

Size

Additive

Time

Notes

Notes

Chesterfield Auto Racing Club

Round 6

Date 25/03/17 - 26/03/17

Address

Sharley Park Leisure Centre
Market Street
ClayCross
Chesterfield
S45 9LX

Venue Facilities

Toilets Ladies, Gents & Disabled

Access Disabled access to track & pits

Catering Water boiler for hot drinks
Tesco superstore across the road

Track Information

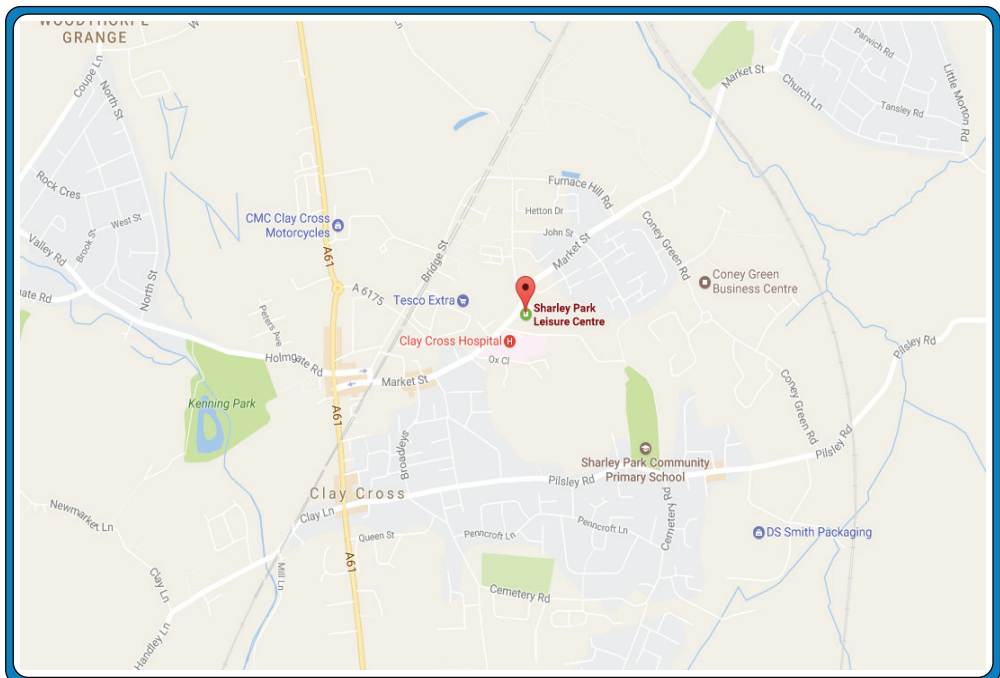
Carpet CRC Carpet

Size 30m x 13m

Markers CRC Click track markers and shaped corners

Rostrum 1.0m high with steps to platform

Pits Tables, chairs and mains power available (please bring an extension)



LMP12 Setup Sheet



Equipment

Motor Shell

Timing Battery

Pinion Esc

Spur Servo

Driver

Date Temp.

Track

Event

Carpet

Surface Bumpy Smooth

Grip Low High

Layout Tight Open

Rear Suspension

Ride Height

Side Spring

Damper Oil

Shock Oil

Width

Notes

Centre Suspension

Ride Height

Centre Spring

Damper Oil

Shock Length

Droop

Notes

Front Suspension

Ride Height

Spring

Camber

Caster

Width

Notes

Rear Tyres

Make

Compound

Size

Additive

Time

Notes

Front Tyres

Make

Compound

Size

Additive

Time

Notes

Notes

MB MODELS



Shop & Race Track



Find us at

Oulton Hall Grounds
Rothwell Lane
Leeds
LS26 8HN

0113 2603330

www.rccarshop.co.uk

How to find your local club

A database of clubs can be found on the BRCA website at:

<http://www.brca.org/clubs>

Specialist retailers

There are a number of speciality retailers who can offer a ready source of advice together with supplying everything you could ever need to go racing.

Action Model Centre	http://www.actionmodelcentre.co.uk/
Demon Products	http://demonpowerproducts.co.uk/
MB Models	http://www.rccarshop.co.uk/
Momentum RC	http://momentumrc.co.uk/
Schumacher Racing	http://www.racing-cars.com
Swifts Raceway	http://swiftsraceway.co.uk/online-store.html
Zen Racing	http://www.zen-racing.co.uk/

BRCA 1/12 Electric Circuit Procedural Rules

1 Classes of Racing

1.1 LMP12 Open Modified Class

- 1.1.1 Motors will be in accordance with LMP12 Construction Rule 3
- 1.1.1 For Modified class speed controllers must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers (see Rule 4 and Appendix 2 in LMP12 Construction Rules)

LMP12 Spec Classes

- 1.2.1 Motors will be in accordance with LMP12 Construction Rule 2.
- 1.2.2 BRCA National Stock Championship will be for motors in accordance with the Electric Board "Brushless Spec. Motor (13.5) list" as updated from time to time.
- 1.2.3 BRCA National Sport Championship will be for motors in accordance with the Electric Board "Brushless Spec. Motor list" as updated from time to time. The minimum wind of the motor will be 10.5 turns with no maximum wind.
- 1.2.4 BRCA National Sport Championship will be for motors in accordance with the Electric Board "Brushless Spec. Motor list" as updated from time to time. The minimum wind of the motor will be 13.5 turns with no maximum wind.
- 1.3 Competitors may only enter one LMP12 class on the same day.

1.4 GT12 SuperCup Class

- 1.4.1 Motors will be in accordance with GT12 Construction Rule 2 or 3.
- 1.4.2 BRCA National Championship will be for motors in accordance with the Electric Board "Brushless Spec. Motor (13.5) list" as updated from time to time.
- 1.4.3 Speed controllers must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers (see Rule 4 and Appendix 2 in GT12 Construction Rules)
- 1.4.4 Cars may be fitted with additional parts not supplied in the rolling chassis kit (see Construction Rules 6.7 and 6.7.1) including a differential in the rear axle, replacements for other parts and home-made parts.

1.5 GT12 ProductionCup Class

- 1.5.1 Motors will be in accordance with GT12 Construction Rule 2 or 3.
- 1.5.2 BRCA National Championship will be for motors in accordance with the Electric Board "Brushless Spec. Motor (17.5) list" as updated from time to time.
- 1.5.3 Speed controllers in GT12 classes must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers (see Rule 4 and Appendix 2 in GT12 Construction Rules)
- 1.5.4 Cars may be fitted with additional parts not supplied in the rolling chassis kit (see Rule 6.7 and 6.7.1) including a differential in the rear axle and replacements for other parts. Parts or components that break or wear out will be replaced "like for like", or as close as possible if those parts are no longer in production.
- 1.6 GT12 ProductionCup and SuperCup classes will only run in separate heats if there are more than 20 entries.

1.7 GT10 Class

- 1.7.1 Motors will be in accordance with GT10 Construction Rule 3.2.
- 1.7.2 BRCA National Championship will be for motors in accordance with the Electric Board "Brushless Spec. Motor lists" (10.5, 13.5, 17.5, 21.5) as updated from time to time.
- 1.7.3 Speed controllers in GT10 classes must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers (see Rule 4 in GT10 Construction Rules)

1.8 F1 2S Class

- 1.8.1 Motors will be in accordance with F1 Construction Rule 2.
- 1.8.2 BRCA National Championship will be for 21.5 motors in accordance with the Electric Board "Brushless Spec. Motor lists" (10.5, 13.5, 17.5, 21.5) as updated from time to time. Intent;

that a motor design which appears in any of the brushless spec motor homologation lists may be used providing it has 21.5 turns.

- 1.8.3 Batteries will be in accordance with F1 Construction Rule 3.2.
- 1.9 **F1 1S Class**
- 1.9.1 Motors will be in accordance with F1 Construction Rule 2.
- 1.9.2 BRCA National Championship will be for motors in accordance with the Electric Board "Brushless Spec. Motor list" (13.5) as updated from time to time.
- 1.9.3 Batteries will be in accordance with F1 Construction Rule 3.3.
- 1.10 Speed controllers in F1 classes must be set in the approved mode and must be named in the list of eligible Zero-timing Speed Controllers (see Rule 4 in F1 Construction Rules)
- 1.11 F1 1S and 2S classes will only run in separate heats and championships if there are more than 20 entries.

2 General Standards for BRCA Sanctioned Meetings

- 2.1 Sanctions are only granted, on application, by the BRCA LMP12 Committee (for LMP events) and the BRCA GT Committee (for GT events). All submissions must be received for consideration by the date of the Section conference; the calendar will be published before the start of the next season. Dates are subject to 'force majeure'.
- 2.2 Nationals must be arranged by a club/organisation unless 'force majeure' dictates otherwise.
- 2.3 Race control PA to be available to all drivers.
- 2.4 Health & Safety.
BRCA General Rules – see BRCA Handbook. The main straight and any associated sweeping corners must be fenced or located so they are adjacent to the building walls.

3 Administration

- 3.1 Details of entry must be made available at least 28 days before the closing date of the event. Entries will be limited to 9 heats on each day. Entries and subsequent heat allocations by class must be dealt with on a first come first served basis.
- 3.2 Entries for a meeting must only be accepted from current BRCA members and must be accompanied by their BRCA membership number. The entry fee will be set annually at the section conference and stated on the entry forms.
- 3.3 Entries are to be done via the Qualifying Officer for all events; reimbursement to the clubs will take the form of a percentage of the entry fee, paid to the club after the event.
- 3.4 Entries to be sent to the Qualifying Officer, including payment, to his satisfaction, and pre paid at least 2 weeks prior to the meeting. Entries cancelled 2 weeks before the event will receive a full refund. The qualifying Officer may make exceptions to this Rule at their discretion to help drivers.
- 3.5 Late entries, accepted by the qualifying officer, will be subject to a levy of £5 per day
- 3.6 All BRCA Sanctioned meetings must use 1/12 section approved timing and automatic lap counting equipment.
Organisers' must check acceptable venue layouts by sending a detailed A3 sized sketch to the committee, at least two weeks prior to the event.

4 Officers of the Meeting

- 4.1 A sanctioned event must have the following officials provided by the organising club:
 - A. Race Director, who must be present at race control throughout the timed heats and finals.
 - B. Chief Scrutineer, who will ensure that all cars meet the requirements of the general and motor specifications.
 - C. Chief Timekeeper, who will check that timing equipment is operational and that all races have been started and finished in accordance to the rules.
 - D. A track repair and maintenance nominee, who will ensure that all necessary track repairs and general maintenance/facilities tasks are carried out in a timely and satisfactory manner.

- 4.2 The BRCA Steward has absolute authority at race meetings and for interpretations of the rules.
- 4.3 A Referee for each Heat and Final allocated by the BRCA Steward – see Rule 7.5
- 4.4 Each official must be a separate person; no one person can fill more than one post at a meeting.

5 Referees

- 5.1 Provision shall be made for a Referee in all heats and finals. This will usually be a racer or racers nominated by the committee, these racer(s) will referee instead of marshalling. Failure to referee will bring the same penalty as failure to marshal.
- 5.2 The nominated racer(s) in rule 5.1 are to be announced at drivers briefing.
- 5.3 The Referee should have an unobstructed view of the entire track, and preferably a view of the drivers on the rostrum.
- 5.4 The Referee may request drivers to allow a faster car to overtake, issue warnings to drivers, and issue penalties to drivers, refer to Rule 11 and Guidelines for Referees.
- 5.5 A microphone will be provided for the Referee, to allow clear communication to the driver's rostrum.

6 Track Specifications

- The track should be positioned to minimise any unfenced (over and above the track edging) track edges accessible to the public or racers.
- 6.1 The width of track is to be measured between the tape markings or barriers whichever is the narrower.
 - 6.2 Minimum track width is 2m.
 - 6.4 Corner cutting must be discouraged by the placing of adequate corner markings and barriers.
 - 6.5 Track marking equipment must be such a shape and size to prevent the entrapment of a car or the driver's view becoming obscured. All track markings to be square shaped. All track markings must conform to the guidelines specified by the committee – see the BRCA Track Guide for details.
 - 6.7 The start, 1m penalty and finish lines must be clearly marked on the track. The start line must be placed so that race officials have a clear view to identify any jump starts.
 - 6.8 Drivers must have a clear view of the full track from any position on the rostrum. The rostrum must be positioned to minimise the risk of people obstructing the drivers view. The minimum distance from the rostrum to the edge of the track is 2m. The minimum length of the rostrum must be 7.3m (24ft), between 1m (min) and 2.1m (max) high, and of a suitable width. For finals the drivers will take their positions in qualifying order to allow them their preferred position.
 - 6.9 The main straight must be on the opposite side of the track to the rostrum.
 - 6.10 No competitor should be pitting in the area designated as race control.

7 Racing Procedures

- 7.1 Drivers must be seeded on handicap for qualifying
- 7.2 Heats and finals shall be of the following duration plus the time to complete the last lap, to a maximum of 30 seconds;
 - LMP Classes – 8 minutes
 - GT12/GT10/F1 Classes – 6 minutes
- 7.3 Competitors shall race one round of controlled practice, the length of which to be determined by the race director and/or Time keeper and a minimum of 3 heats. Practice on Saturday night is permissible, provided this is on the confirmation of entry. Drivers are to be advised of the number of rounds at Drivers briefing.
- 7.4 A driver's best single heat time result will count towards a place in the final. In the event of 2 or more competitors having the same qualifying time after the completion of the last round of qualifying the next best qualifying time posted by these competitors will be used to determine grid position. For example, competitors A and B both have a best time of 44 laps 485.76s. Competitor A's next best time is 44 laps 489.88, whereas competitor B's next

- best time is 44 laps 488.63. Therefore competitor B would get the higher starting position.
- 7.5 Drivers must marshal 1 Heat after their own race, unless they have been designated as Referees (see 5.1). All marshals must be BRCA members and have attended the Drivers briefing (or at least been asked to) and have received Section marshal training. If a competitor is unable to marshal for any reason then they must provide a suitable substitute after seeking permission to do so from the meeting steward. Failure to marshal or provide a substitute in qualifying will result in the loss of that competitor's fastest qualifying time. Failure to marshal or provide a substitute during finals will result in disqualification from the event.
 - 7.6 The Race Director or Referee are to make sure there are sufficient marshals and that they are suitably spread around the track
 - 7.7 Competitors may only drive during their race and then only from the rostrum. Competitors not in the race must not interfere with the progress of any driver within a race. No Driver to leave the rostrum until the race is declared over or unless instructed to do so by the Race Director.
 - 7.8 Heats will start with cars in one line across the track and will use a 0.5 second (minimum) staggered start system. All cars must be started before the completion of one lap by the leading car with all cars clocks starting within 15 seconds of the first cars clock.
 - 7.9 Grid: to be on the main straight and any proceeding or following flat out corners. Pole position: 10 meters from the first effective corner, following cars spaced equal distance back to next effective corner, on the racing line.
 - 7.10 A race may not start unless in the presence of the Race Director or deputy or the appointed Race Referee.
 - 7.11 In the event of interference being evident before the start of a race a 2 minute delay may be applied, or longer at the Race Directors discretion. All cars must remain on the track or under the Race Directors control.
 - 7.12 At 30 seconds prior to the start, all cars must be in position behind the start line, after this time any car not at the start line must wait behind the other cars. At 10 seconds drivers will be given warning of start of race, after this point no car may be in front of the start line or a start penalty will be awarded. The race will start at the discretion of the Race Director. In the case of staggered start format, drivers will start as instructed.
 - 7.13 Only the Race Director or deputy or the appointed Race Referee may call for a restart within the first lap of the leading car.
 - 7.14 Only the Race Director, deputy, the appointed Race Referee or BRCA steward may abandon a race. If deterioration of the track stops the progress of any car then the race must be abandoned. All abandoned qualifying heats will be re-run. If a qualifying race is stopped after one lap has been completed then time must be allowed for recharging. If a final is abandoned before 1 minute is complete then 5 minutes will be allowed to recharge and the final will be re-run. If a final is stopped after 1 minute but with less than half of the race time elapsed then the race will be declared based on qualifying positions. If a final is abandoned with more than half of the race time elapsed then the race result will be declared on the running order at the end of the last fully completed lap by each competitor.
 - 7.15 The BRCA Steward will decide if a transmitter compound will be used during the meeting. This decision may be taken in advance, or may be implemented during the meeting if deemed necessary by the BRCA Steward. If a transmitter compound is in use: Prior to the track being open, all transmitters must be removed from the pit area and placed in a designated transmitter compound as directed by the BRCA Steward. Except when racing, transmitters must remain within the compound until the track is declared closed for the day. Transmitters may be removed by individual competitors at the Race Directors discretion.
 - 7.16 Each car will be inspected to ensure that it meets the requirements of these rules for every race in which it competes.
 - 7.17 Qualifying results will be posted after every round. Final results will be posted at least 10 minutes before prize ceremony.
 - 7.18 The trophies or prizes will be awarded at the end of the meeting.
 - 7.19 The committee recommends the use of a referee to assist drivers in all heats and finals.

- 7.20 During a race, no-one other than the Race Control officials can pass any information to a competitor, this does not include drivers requesting one another to allow overtaking – or passing on information to each other regarding cars that have stopped on the circuit.
- 7.21 It is the drivers responsibility to ensure the correct transponder is securely attached to their car and working. If the equipment should fall off, the car will not be counted.

8 Curtailment Procedures

- 8.1 In the event of at least two complete rounds of qualifying being run but the finals not being run or stopped at less than 2/3rds distance then the awards will be made from qualifying positions.
- 8.2 In the event of 'force majeure' the BRCA Steward may declassify the meeting. The decision must be made on the day. Entry fees are to be refunded if the meeting is declassified.

9 Finals

- 9.1 Points for the open championship will be awarded as follows, 150 points for 1st place in the A final down a point per place.
- 9.2 A separate championship will be run alongside the Open for F2 and F3 drivers. Top driver in each class gets awarded the following points, down one point a place in the formula, F2 100 points, and F3 50 points.
- 9.3 Drivers will stay in their formula for the whole season.
- 9.4 New drivers without a handicap, or who have not completed four meetings counting towards a handicap, will be placed in F3. After the completion of four meetings counting towards a handicap, drivers will be placed in the formula corresponding to their handicap, where they will stay for the rest of the season.
- 9.5 Any points scored in F3 will be carried forward to F2.
- 9.6 A team consisting of four competitors is entered at the beginning of the season (no changes or substitutions will be allowed. The best three competitor's scores count at each event.
1 point will be scored for winning a final regardless of which final. 2 points will be awarded for second place and so on. Best 4 out of 6 to count for the championship. The team with highest placed driver would determine the winner in the event of a tie. Any team unable to field a full team at an individual meeting will score 100 points. The lowest team score per event is deemed the winner. Event scores are accumulated with best four counting towards the season championship. (The lowest score wins) Entry fee per team is £10 at the start of the season. Monies raised will fund end of season Trophies.
- 9.7 Separate qualifying and handicap tables for each championship will be kept.
- 9.8 A permanent trophy is to be presented to TQ in each class, the top three drivers in the A final, the top-3 drivers in F2 and F3 and the winner of each lower final. Drivers may collect more than one trophy at a single meeting. Other trophies are at the discretion of the organisers.

10 Section Conference

- 10.1 The 1/12 section conference to be held within 8 weeks of the last National of the season. Committee availability and clashes with other classes of racing (BRCA Sanctioned events only) must be taken into consideration when deciding a date, it will be the target of the committee to hold the conference within 4 weeks of the last national. The Committee are to investigate possible alternatives for the date, time and venue of the EGM.
- 10.2 Separate conferences shall be held for GT and LMP, preferably on the same day at the same venue.

11 Penalties

- 11.1 Jump Starts during qualifying - Crossing the loop out of sequence may result in a 5 second penalty. Jump starts in a final will result in a 5 second penalty.

- 11.2 Failure to marshal or provide a substitute in qualifying: loss of fastest qualifying time.
Failure to marshal or provide a substitute during finals: disqualification from the event.
Failure to marshal competently- loss of previous time or final result.
- 11.3 Corner cutting: - if a competitor cuts a corner deliberately or as a result of an accident then they must wait for the referee to instruct them to continue or wait for a marshal to return their car to the point at which it originally left the track. Failure to do so will result in a 1 lap penalty being applied at the end of the race.
- 11.4 Technical inspection: - failure to meet the technical and dimensional requirements of these rules results in loss of heat/final time.
- 11.5 The Black flag will be shown only by Race Director, Referee or deputy. The car it applies to must stop and be removed from the track unless otherwise instructed. Any car that loses its body, becomes a safety hazard, is causing damage to the track and/or driving incompatible with general safety will be Black flagged.
- 11.6 Any car that is intentionally or continually running into other cars so as to slow their progress will be issued with a penalty and/or warning by the Referee, and if it continues will be Black flagged.
- 11.7 A car that is Black flagged is disqualified from that race until instructed to rejoin by the Race Director or Referee.
- 11.8 If a race is subsequently abandoned a Black flagged driver can only take part in the rerun at the Race Directors discretion.
- 11.9 Three successive warnings and/or penalties lead to disqualification from the meeting.
- 11.10 There will be a ten minute protest period between the end of qualifying and the start of the finals.
- 11.11 Any driver leaving the rostrum without direction from race control will lose their FTD.

12 Championship Meetings

- 12.1.1 The LMP championship will consist of a maximum of 6 events in the following format:-
- 'Stock Spec' class on Saturday
 - 'Open Modified' and 'Sports Modified' classes on Sunday.
- The number of events to count towards the championship to be half plus 1, with halves rounded down.
- 12.1.2 The GT championship will consist of 5 events in the following format:-
- GT10 and F1 classes on Saturday
 - GT12 class on Sunday
- 3 meetings count towards the championship.
- 12.2 In the event of a tie the competitor's best individual counting score will be taken into consideration, then next best counting score and so on. If there is still a tie then qualifying positions for counting scores will be taken into consideration. Throw away scores will not be considered.
- 12.3 All meetings to be held indoors on carpet.
- 12.4 Competitors will compete within the designated classes depending on their handicap (rating) as calculated by the Qualifying Officer. The formula breaks shall be chosen so as to produce as near as possible 1/3, 1/3, 1/3 split of eligible drivers. Drivers with fewer than the required number of counting scores will be excluded until they have achieved an eligible rating. The formula breaks shall be confirmed at the section EGM. A +/- 1% buffer zone applies at the end of the season. Within this zone, the driver can elect whether to move up or down themselves, prior to the start of the following season.
- 12.5 Four rounds of qualifying will be run, time permitting.
- 12.6 In the case of three legged finals, the points for the best two legs are added together for overall position in each final, in the event of a tie the overall position is decided by the best counting score is used.
- 12.7 On single day meetings there will be one leg of finals.
- 12.8 Competitors will be given the opportunity to run in a final. The finals must be in A, B, C... format. All finals will consist of ten cars with the exception of the lowest final. The lowest final will require a minimum of 3 cars in order to be run. Four rounds of qualifying will be run, time permitting.

13 International Teams

- 13.1 Where applicable Team selection shall be based upon exact handicaps. These handicaps will be based on the current results. Drivers must have competed in enough meetings to be eligible for the Championship, see rule 10.6. The 1/12 committee may allocate up to 20% of the available places for EFRA/IFMAR events at their discretion to cater for reallocation.

14 Protest Procedures

- 14.1 Protests must be received by the BRCA Steward in writing with a fee of £20.00. This fee is refunded if the protest is upheld.
- 14.2 No protests will be accepted after prize giving ceremony.
- 14.3 A protester has the right to buy any motor that is used during a sanctioned meeting (at the price limit) and resell at their discretion.
- 14.4 If any protest is made against a competitor, then that protest must be held in the full knowledge of that competitor. The accused competitor will be consulted and allowed to defend his actions before a decision is reached.

The following are not Rules, but are included as notes to clarify what is intended by Rules above. They are to be used in conjunction with the Rules as the proper execution of the intent of the Rules.

Guidelines for Referees

Referees will be provided access to the race control computer (or monitor) for reading race positions and lap scores during the race

At least one Referee must be present in Race Control watching each Heat and Final, and should be watching for

- Bad sportsmanship by drivers - i.e., deliberately impeding the progress of others by slowing down, crashing or hitting another car, corner cutting, driving recklessly to gain an advantage and/or being unable to properly control a car such as to cause a potential safety hazard.

- Cars in a dangerous condition - i.e. body not secured to chassis, causing damage to carpet, tape or track markers, and a safety hazard to marshals.

- Jump starts

- Corner cutting (without any deliberate intent)

- Proper execution of any penalty awarded by a referee

- Bad driving

Penalties can be issued as follows by the Referee, and be within these parameters for consistency:

- Bad sportsmanship - disqualification from that Heat or Final, or disqualification from the Meeting at the Referee's discretion.

- Cars in a dangerous condition - Black Flag (see rules 10.4, 10.6)

- Jump starts - in qualifying for starting out of order - 5 sec penalty. In finals for moving after the 30 second warning, but before the start signal - 5 second penalty

- Corner cutting - 1 lap penalty. Referees may also allow a driver to wait, and then tell the driver to rejoin the race, to prevent any safety issues with other cars or marshals entering the track area.

- Improper execution of a penalty - repeat of the penalty until it is correctly carried out to the Referees satisfaction. This counts as single penalty for purposes of disqualification.

- Bad driving - stop/go penalty of up to 10 seconds, to be issued and supervised by the Referee.

- If three penalties are issued to one driver by the Referee during the Meeting (single day, single class) the driver is disqualified from that Meeting.

Referees may warn drivers as to their driving conduct without issuing a penalty, and ensure that when a penalty is awarded, it is clearly stated as a penalty. The penalty must be marked on Race Control's copy of the heat/final results.

Handicap Ratings

Handicaps are calculated as follows, based on heat times not finals;

- a) The average of the best qualifying lap times of the top 10 drivers is taken as the norm (N)
- b) Each competitor's best qualifying lap time (T) is then compared against the norm (N) in the following formula: $((N - T) / N) \times 100 = \% \text{ difference (D)}$
- c) The existing handicap rating of the top 10 drivers, excluding those without a valid handicap, is then averaged to give a "Meeting Score". (M) This reflects the standard of the drivers attending.
- d) Then each driver's D is added to the meeting's M to give their rating for that event.
- e) This figure is then included with the driver's three previous results. The lowest of the four is ignored and the remaining three are then averaged and rounded to 2 decimal places before publishing.

New drivers without a handicap will be placed in the open championship for their first meeting. After the completion of their first meeting, the qualifying officer will assess their performance based on their qualifying and drivers will be placed in a formula appropriately. Once a driver has completed 3 meetings counting towards a handicap, their formula placement will be reviewed and amended at the committee's discretion.

Track Design and Markings

Organisers will consult the BRCA 12th Section Track Design Guide and will wherever possible set out tracks that follow those guidelines. In matters of safety, the BRCA Steward may request changes to the track layout and markings before racing starts on the day of the BRCA Sanctioned event (National) in order to comply with the Track Design Guide.

- V1.0 – EGM rule changes added – 8-October 2012
- V1.1 – Classes aligned – 9-September 2012
- V2.0 - EGM rule changes added – 28-July 2013
- V3.0 – EGM rule changes added – 27-May 2014
- V3.1 – LMP12 Construction rules separated – 17-October 2014
- V4.0 – EGM rule changes added – 2-September 2015
- V4.1 – GT Section details added – 24-September 2015
- V5.0 – LMP EGM rule changes added –16 August 2016
- V5.1 – GT EGM rule changes added – 23 September 2016

BRCA LMP12 Construction Rules

1 Construction Rules

- 1.1 The essence of the sport of Radio-controlled car racing is competition between realistic models of racing automobiles. All cars must comply with dimensional requirements stated in these Rules.
- 1.2 Minimum weight is 730 grams.
- 1.3 Wheel rim diameter maximum is 38mm and minimum of 30mm.
- 1.4 The tyres must be black except for side wall detail.
- 1.5 Tyre treatments are permitted at the organiser's discretion and are the user's responsibility. Organisers who ban use of specific products should state on the entry forms. Flammable and toxic substances are not recommended.
The BRCA has not yet found a substance that it can recommend for the treatment/cleaning of tyres. The BRCA draw organiser's attention to the possible hazard created by large numbers of competitors using tyre treatments in a confined space. The BRCA recommend that the competitor adheres to the methods of usage as stated by the supplier of the treatment.
A list of legal additives will be published prior to start of each season. New additives may be added during the season, subject to approval by the BRCA 12th section committee.
- 1.6 Tyres must have a minimum width of 13mm and a maximum width of 40mm.
- 1.7 Wheel nuts and/or axles must not protrude more than 1.5mm beyond wheels. No more than 1.5mm of wheel outer side may be exposed (not covered with rubber) on the outer edge of wheels
- 1.8 Bumpers may be fitted but must be designed to minimise injury that could result from being hit by a car, also to reduce the risk of damage to other cars. Rigid bumpers made from non-resilient materials such as metal are not allowed. Other sheet materials should have an edge radius not less than 1.5mm.
- 1.9 Only one wing is allowed on the car, maximum dimensions to be, width 172mm, chord 51mm, unless the original had more than one wing. The second wing must be to scale within 10% in size and location
- 1.10 Overall maximum width of the rolling chassis to be 172mm.
- 1.11 All cars must have transparent windscreens, unless the actual car did not have transparent windscreens.
- 1.12 Side and/or rear windows, if any, must be clear or open.
- 1.13 A driver figure, if fitted, must be painted in realistic colour and garb.
- 1.14 All cars to have clearly visible identifying numbers to the Race Directors satisfaction.
- 1.15 Numbers must be at least 25mm high with minimum stroke of 4mm. They must be black numerals on a white background.
- 1.16 No portion of the chassis, wheels and tyres or any equipment may extend beyond the body, except rollover masts and four posts for the purpose of mounting the bodysHELL
- 1.17 Roll-over masts/antennas may be fitted. When fitted the mast must have a safe blunt end. The minimum height of the rollover mast is 150 mm from the track surface. Rollover masts/antenna will be made from fibre-glass or carbon-fibre only, with a minimum outside diameter of 2.9 mm and a maximum outside diameter of 3.4 mm.
- 1.18 Openings in the body or cockpit floor other than ones appropriate to full size cars shall be kept to a minimum.
- 1.19 Wheel cut-outs may not be more than 10mm larger than the tyre radius. Exception- scale size and/or shape wheel well cut-outs. Wheel wells must be cut out if the original cars are cut out.
- 1.20 When initially entered in a meeting the body shell must be neatly finished and complete.
- 1.21 Body and chassis must be securely joined at all times while the car is on the track.
- 1.22 Only one drive motor is allowed per car.
- 1.23 Body shells must meet the requirements shown in Appendix 1 to these Rules

Body shells must be approved by the Committee, a list of approved shell will be maintained on the BRCA website.

1.24 The recommended minimum ground clearance of the car, not including the spur gear, is 3mm; this will be checked after each qualifying heat and final race.

1.25 Only Personal Transponders will be used to record laps. The section will have Personal Transponders available for competitors to purchase.

2 Definition of a Spec motor

2.1 Motors allowed – Spec, or Stock, class. Any motors listed in any of the Electric Board "Brushless Spec Motor" lists as updated from time to time.

2.2 Motors must conform to the relevant technical specifications detailed in the Electric Board Rules.

3 Definition of a Modified Motor

3.1 Motors allowed - Modified. Any motor listed in any of the Electric Board brushless motor lists as updated from time to time. The minimum wind of the motor will be 6.5 turns with no maximum wind, star or Y winds only.

3.2 Motors must conform to the relevant technical specifications detailed in the Electric Board Rules.

4 Definition of a Zero-timing Speed Controller

4.1 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 Committee will provide a list of eligible speed controllers. Details of the requirement for the approved mode are contained in Appendix 2 – Zero-Timing Brushless Speed Controllers – and this requirement must be met for a speed controller to be eligible for racing in relevant 12th Classes (see Procedural Rule 1)

5 Batteries Allowed

5.1 Any cells conforming to the current Electric Board battery list.

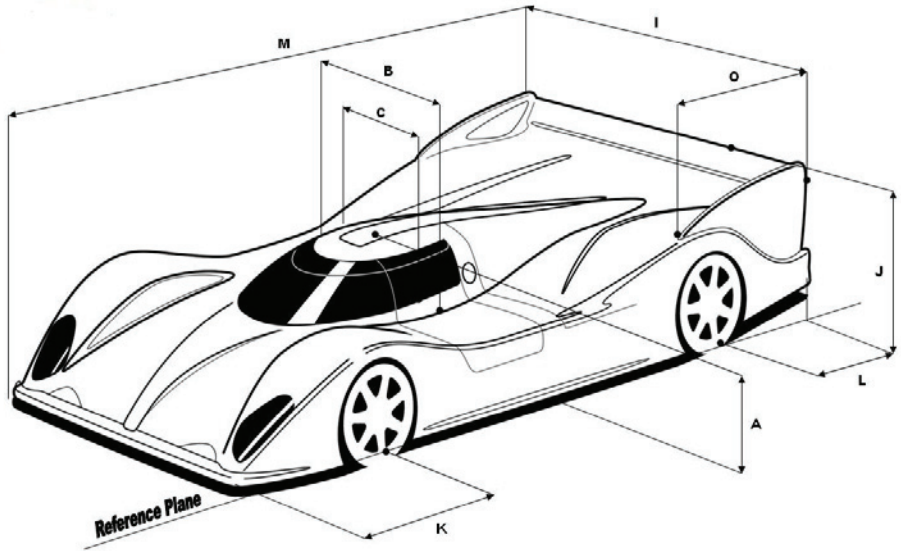
5.2 Cars will be powered by cell/s with a maximum nominal voltage of 3.7v

The following Appendices are part of the Rules above

Appendix 1 - Bodysells – (Construction) Rule 1.23

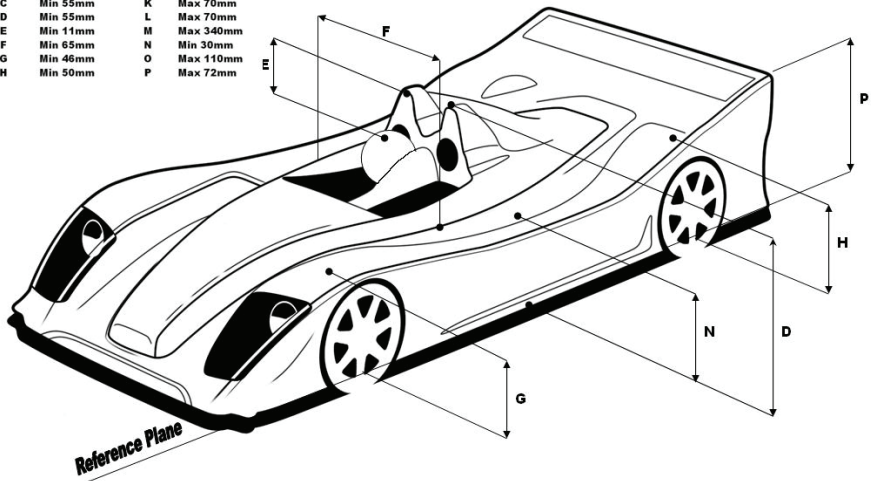
The following is the specification for approval of 1/12 Prototype Sports car body shells. They should be used by the Section to enable clear and consistent application of standards for future approvals,

1. Lower body cut line is to be used as the reference plane for all height dimensions.
 2. Minimum cockpit height – Closed cockpit – 55mm (Excluding any air scoops / air boxes)
 3. Minimum cockpit width – Closed cockpit – 70mm (Measured at the point it intersects with the side pod)
 4. Minimum cockpit width - 55mm (measured at the lower window line)
 5. Minimum Roll bar height – Open cockpit – 55mm
 6. Maximum distance from Drivers helmet to top of roll bar – Open cockpit -11mm
 7. Minimum cockpit width – Open cockpit – 65mm (Measured at the point it intersects with the side pod)
 8. Minimum front wheel arch height – 46mm (Including vents) (measured at a point 15mm from edge of body)
 9. Minimum rear wheel arch height – 50mm (measured at a point 10mm from edge of body)
 10. Maximum overall width – 176mm
 11. Minimum overall width – 168mm
 12. Max wing / spoiler height – 65mm
 13. Max front overhang (From centre of front wheel)– 70mm
 14. Max rear overhang (from centre of rear wheel) – 70mm
 15. Max length overall – 340mm
 16. Minimum side pod height – 30mm
 17. The side dam must blend fully (disappear) into the main body shape within 110mm of the rear edge of the body/side dam.
 18. Max side dam height – 72mm
 19. The body side forward of the side dam must have a radiused edge, no lips or upward extensions are acceptable
 20. Bodies must be a representation of a full size LMES / ALMS / LMP / WSC prototype.
 21. Open cockpit cars to have twin roll bars as current LMES / ALMS
 22. Open cockpit cars must have a representative drivers helmet and cockpit opening
 23. The name of the prototype must be used for the homologation process.
 24. The name of the prototype does not have to be used for general sales and marketing.
 25. Only fins or strakes that are present on the full size prototype will be allowed.
 26. The body must not be cut above the lower cut line
 27. Cut-outs in the shell will be allowed only if clearly defined on the full size prototype
 28. Once Homologated there must be no changes to the design, trim lines, detail lines or any feature of the body. All changes will require resubmission for approval and an additional revision letter added to the part number- Example 15001A - Original - 15001B for a 2nd Rev. Etc
- The manufacturer's part number must be clearly marked on the shell alongside the windscreen area.



Body Specifications 1/12th Scale On Road

A	Min 55mm	I	168 to 176mm
B	Min 70mm	J	Max 65mm
C	Min 55mm	K	Max 70mm
D	Min 55mm	L	Max 70mm
E	Min 11mm	M	Max 340mm
F	Min 65mm	N	Min 30mm
G	Min 46mm	O	Max 110mm
H	Min 50mm	P	Max 72mm



Appendix 2 – ‘Zero timing’ brushless speed controllers – (Construction) Rule 4

‘Zero timing’ brushless speed controllers

A speed controller that has a 'zero timing profile', that does not alter the fixed position pre-set mechanical timing of the motor in any way and disables any advanced motor control; functions (ie. Boost, Cheat mode, Turbo etc.). This profile is known as ' Boost 0'.

The commutation sequence is limited to "6-step" type and commutation of the Speed control must follow the motors hall sensor signals 1:1. Therefore no change of timing (either advance or retard) is allowed at any RPM. When the "Boost 0" profile is activated, it will be identified by a blinking LED or LEDs while the ESC is armed and in neutral position.

The BRCA 1/12 Electric Circuit 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.

End of Appendices

- V1.0 – EGM rule changes added – 8-October 2012
- V1.1 – Classes aligned – 9-September 2012
- V2.0 - EGM rule changes added – 28-July 2013
- V3.0 – EGM rule changes added – 27-May 2014
- V3.1 – LMP12 Procedural rules separated – 17-October 2014
- V4.0 – EGM rule changes added – 2-September 2015
- V5.0 – EGM rule changes added – 16 August 2016

Notes



RACE-WINNING RESPONSE + WORLD CLASS FEATURES



NEW
Spektrum™
DX4R PRO
4-Channel
DSMR™
Transmitter

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

INCLUDES TWO SPEKTRUM
RECEIVERS FOR THE PRICE OF ONE
SR2000 Micro Race Receiver and a FREE
SR410 Sport Receiver



Spektrum products are available from all good modelshops. For details of your nearest dealer look on our website horizonhobby.co.uk, contact us by telephone: 44(0)1279 641097, or by email: sales@horizonhobby.co.uk.

Visit us at WWW.HORIZONHOBBY.CO.UK