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BRITISH RADIO CAR ASSOCIATION

www.brca.org

8th

CIRCUIT SECTION

Handbook 2018



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HOW TO USE THIS HANDBOOK

This booklet is aimed at competitors or officials for the 8th Circuit class, enabling them to have the information required for the class at all times, however it should prove useful to all club racers too as we hope it will give the reader more information about our national series.

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

The application of the rules works thus:

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

Changing a rule

Every rule in this booklet and the Association Handbook was proposed and voted in by one of your fellow racers - none of the committees can simply 'make up' a rule. If you don't like a rule you can easily try and have it changed (though the first thought should be to find out the rationale of why one of your fellow racers proposed it in the first place perhaps?) If you're happy a rule needs changing get somebody else to agree with you - a seconder - and then propose that this rule be changed at the Section AGM. The Section AGM will be held at the last meeting of the year on the Saturday at the same time as the main BRCA AGM.

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

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

Summary

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

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

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CHAIRMAN'S INTRODUCTION

Welcome to your new 2018
8th Circuit handbook.

Hi, welcome to 1/8th scale On Road car racing, the 'formula One', of model car racing.

Model cars come in many different shapes and sizes but with acceleration times of 0 to 60 miles per hour in less than two seconds, and top speeds in excess of 75 mph is it any wonder that 1/8th nitro powered radio controlled model cars are considered the be top of all radio controlled model car racing. Racing 1/8th circuit radio controlled gas cars will add a whole new meaning to your understanding of the word excitement.

Once you have driven a 1/8th car and experienced its awesome power, and stunning cornering speed, you'll never be satisfied with driving anything else.



Your 1/8th scale I.C. powered four-wheel drive car can be built from one of the many available kits now on the market. Powered by a racing 3.5cc two stroke engine capable of delivering over two brake horsepower, and revving at approximately 600 times per second you are just minutes away from the most mind-blowing experience in model car racing.

All cars have front and rear independent suspension controlled by fully adjustable shock absorbers and springs. In addition you'll have disc brakes and automatically two speed shifting transmissions. All this topped with a sports car style bodyshell painted to your own colour scheme and designed for you to get the best from your car both mechanically and aerodynamically.

1/8th racing is a great activity and hobby for all the family to participate in, and as well as racing as individuals, many father and son, boyfriend and girl friend teams compete in racing events. Once you've got used to the thrill of driving your own car around one of the purpose designed scale circuits located from the West Country to Yorkshire you'll be able to compete in your first event.

Following a practice session you'll have tuned your car and engine for maximum performance. With your engine running you head for the drivers rostrum, whilst your pitman puts your car on the track for one of your qualifying races.

Having qualified for a final you wait on the drivers rostrum as tension mounts waiting for the flag to drop and your pit man waiting for the signal to put the car down, the buzzer sounds and your off, accelerate hard into the first bend and your final has started. As the race settles down you'll have to think about the first of your scheduled re-fuelling pit stops, 5 minutes in and your pit man is calling you in for your pit stop, head down the pit lane to your pitman, a full tank of fuel taken on and in seconds you blast back into the action, another 5 minutes and your doing it again. Well, could you handle it? If the answers yes, then come 1/8th I.C. racing!



The National series is run over nine rounds and as previously mentioned tracks are situated from the West Country, Mendip all the way up to Yorkshire, Halifax, with these tracks being designed for fast straight line speed to technical turns. In addition to the nine race series we have now introduced a GP which is run on the weekend of 2nd/3rd June 2018, this meeting being run over two days, where as a normal meeting will have free practice on the Saturday which gives you the chance to tune your car for the Sunday race,

Now in its third year on road electric is gaining pace in numbers with last year nearly having the possibility of running two heats for this new class to 1/8th on road racing.

If you are wondering whether to have a go at this class pop down to your local club which run these cars, please look on the BRCA web site and before going make contact with the club to see if this class is being run, I am aware that Adur Model car club and Halifax Model car club run these cars at there club meetings, and please do not be scared to ask the drivers who you will see at these meetings what this side of the hobby is like.

I first came into the hobby back in the late seventies running at the time a PB International, two wheel drive car with an engine from a model plane, I then progressed to an engine which had a 'slide carb' OPS, In the early eighties I gave up racing after finding big cars and girls were a better hobby and after popping up to Crystal Palace and seeing how far these cars had progressed coming back to this hobby in 2000. This will be my second go at being Chairman of the Section having a year off two years ago thinking my driving would improve (it didn't), I decided to have another go at running this section. If you have any questions concerning this side of the hobby please do not hesitate in contacting any of my committee for advice.

Andrew Mollett

1/8th Section On Road Chairman

2018 CALENDAR

We are pleased to announce the 2018 BRCA 1/8th Circuit National Championship race dates. The race series caters for 8th circuit IC cars and the ever growing electric class introduced in 2016.

BRCA 1/8th CIRCUIT (Best 5 rounds to count from the 9 meetings)

	Date	Event	Venue
March	25 th	Round 1	Cotswold
April	22 nd	Round 2	Adur
May	13 th	Round 3	Halifax
June	2 nd - 3 rd	Round 4	Brookland (British Open with 1:10 th IC)
	24 th	Round 5	Mendip
July	15 th	Round 6	Halifax
August	12 th	Round 7	Cotswold
September	16 th	Round 8	Wombwell
October	7 th	Round 9	Brookland

National Series Information

Entry fees can now be paid online prior to the meeting via PayPal or cash on the day.

The championships will be contested over 9 outdoor rounds on tarmac, with each driver's best 5 scores counting towards their final placing in the series.

Please join the section's Facebook page for more news, photos, and gossip.
www.facebook.com/groups/176570689027166/

Entry will be open on 1st February
www.brca.org/8c-events.html





8th **CIRCUIT IC** **SECTION** **2018** **CONSTRUCTION** **& OPERATING** **RULES**

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Penalties

1.1. CONSTRUCTION

- 1.1.1 A car must be an 8th scale character representation of a racing car within the given dimensions. Maximum width of car is 267mm, this excludes the bodyshell which has it's own dimensional rules.
- 1.1.2 The Designated Officials may disqualify any car that, in their opinion, would be a hazard to spectators or other cars.
- 1.1.3 All cars must have a de-clutching device and operating brakes capable of stopping the car and holding the car motionless with the engine running. Brakes are only allowed to operate on the rear wheels.
- 1.1.4 The minimum weight (dry car no fuel) of car complete with tyres, body, personal transponder and clips is 2.4kg (2400g).
- 1.1.5 All cars must be fitted with a mechanical fail-safe device fitted to the engine to positively close the throttle in the event of failure.
- 1.1.6 Any part of a car may be substituted during a race except the chassis. The chassis may be changed with the approval of the Committee. The essence of this is that a car cannot be replaced or substituted once entered into a days racing.
- 1.1.7 The 8th electric class must comply there own construction and operating rules.

1.2. ENGINES/SILENCERS/AIR FILTERS

- 1.2.1 The engine displacement must be a maximum of 3.5cc. The engine must be fitted with an adequate exhaust- silencing device, which is contained in the current BRCA 8th Circuit Section Committee approved listing. (This BRCA list is used for reference only and does not imply that any other BRCA rule maybe enforced).
- 1.2.2 Exhaust outlets must face horizontally or below. No additional extensions to the exhaust outlets are allowed. Exhaust outlets should be a minimum of 15mm in length (measured from the inside) with a maximum of 8mm inside hole diameter. The silencer must not under any circumstance be modified in any shape or form as supplied by the manufacturer. The manifold (on the other hand) may be cleaned internally only to remove

any burs or obstacles in the pipe, NO cutting and re-welding are allowed to the manifold. Altering the variable length of the manifold can only be carried out by using longer or shorter manifold supplied by the manufacturer.

- 1.2.3 All cars must be fitted with a suitable approved noise reduction air filter (INS box) at all times. This must always be complete. In the case of wet weather, the race officials will announce when the conditions are wet enough to allow the use of wet weather air filters or the drilling of a 3mm (max diameter) drainage hole in the base of the Ins Box type of air filter (which must be resealed totally in dry conditions). No modifications are allowed to the INS box other than the 3mm drainage hole as stated above.

1.3. FUEL

- 1.3.1 The maximum percentage of Nitro allowed in fuels is 16% by volume. This is to be measured using the NitroMax instrument in accordance with the NitroMax instructions.
- 1.3.2 Fuel should only consist of a mixture of Nitro Methane, Methanol and Lubricating Oil, no other additives are allowed. Random samples of fuel will be taken during the meeting.
- 1.3.3 The fuel system capacity including fuel pipe and filter (if fitted in line) from the tank to the carburettor shall not exceed 125cc, no loose inserts are allowed to reduce the fuel tank capacity. In the event of a fuel system measuring above 125cc, the fuel system shall be retested immediately. If upon retest the fuel system measures above 125cc, then the fuel system will be deemed to have failed. (The car must not be touched by anyone other than designated officials and remain in the scrutineering area).

1.4. TYRES AND WHEELS

- 1.4.1 Maximum width of REAR tyre 64mm.
- 1.4.2 Tyres must be black in appearance with the exception of any sidewall detail and may only comprise of a maximum of four

rings of rubber for the REAR tyres and three rings maximum for the FRONT.

Axles, quick release mechanisms or any items shall not protrude beyond the wheel rim.

1.5. BUMPERS

1.5.1 Front bumpers must be fitted to the car to the same design and material as fitted to "standard" kit car.

If a commercially available rear bumper is fitted it must finish no more than 50.0mm behind the rear axle centre line.

1.6. BODIES

1.6.1 Only bodysells from the approved BRCA 8th Circuit list may be used. The bodysell must have an EFRA number moulded into it.

1.6.2 The front, side and rear windows if fitted to a car body must remain transparent.

1.6.3 Side windows may be removed to assist cooling.

1.6.4 All bodies must have the front and rear wheel arches cut out if the original car on which the body is modelled had them cut out.

1.6.5 No portion of chassis, wheels, tyres or any other item may extend beyond the body.

Note this does not apply to the vertical protrusions allowed for cylinder head, INS box fuel filler cap and aerial which are covered under rule 1.6.11

1.6.6 When initially entered in a meeting the body must be neatly finished and complete.

1.6.7 The body and chassis must be securely joined at all times when the car is racing.

1.6.8 Bodysells may only be strengthened / supported with the addition of plastic lexan or carbon fibre.

1.6.9 Wing or piano wire must not be used for body strengthening.

1.6.10 Maximum width measured at the top of the rear wing and on top of the sides is 267mm. The lower sides of the body will not be taken into account during technical inspection (Scrutineering).

1.6.11 A 10mm allowance is permissible around protrusions through the bodysell (such as engine, roll over bar etc.).

1.6.12 If a closed cockpit bodysell is used

a suitable aperture is allowed in the windscreen for engine cooling purposes, with a maximum size of 6 sq cm.

1.6.13 The maximum height of the rear of the body to be 170mm excluding the trim tab with a 20mm spacer under the chassis.

1.6.14 No extra wings are allowed to be fitted, but an external trim tab can be fitted to the rear of the body which must not exceed a height of 180mm with a 20mm spacer under the chassis.

1.6.15 All other rules and regulations covering tyres, body width, bumpers and apertures apply.

1.9. OPERATING

1.9.1 Lithium based traction batteries (such as LiPo and LiFe) must be charged in a suitable charging pouch using a suitable lithium battery charging systems only.

1.9.2 The meeting will officially begin at the opening of the track for practise at 9am on Saturday and will officially end after the last final on Sunday. Between these time all 8th Circuit construction rules apply and must be complied with at all times.

1.9.3 The use of EU/UK approved DECT5 technology headsets operating in the OPCOM approved frequency range of 1880 to 1900 MHZ only are permitted for the purposes of communication between driver and mechanic. The use of mobile phones is not permitted.

1.9.4 The pit lane must be kept clear at all times.

The pit lane must be kept clear at all times. Re-fuelling must take place clear of cars passing through the pit lane and fuelling device itself must remain behind the rear face of the pit wall at all times.

Mechanics must not let their cars go in front of cars coming down the pit lane at any time. They must also not step into the pit lane at any time during a race

Only one mechanic per driver to be allowed in the pit lane during qualifying and 2 mechanics per driver in finals.

Any infringements will be subject to a minimum of stop go penalty.

1.9.5 No car to be driven at any time against the normal flow of traffic on the race

track or pit lane. No cars to enter pit lane from wrong direction except in cases of incident, failure or if otherwise directed by a race official. Penalty to be loss of FTD or in case of a final disqualification.

- 1.9.6 At the end of a heat or final all cars that have taken part in that heat/final must be taken together with the fuel bottle to the scrutineering area. The fuel bottle must contain sufficient fuel for the nitromethane content and fuel tank capacity to be tested. In the event that the car is presented for scrutineering with insufficient fuel then the car will be deemed ineligible and penalty A will be applied.
- 1.9.7 All competitors are to provide and use personal transponders. It is the driver's responsibility to ensure that the transponder RC4 compatible and has been logged on the section's database.

Note: These construction rules are for the BRCA 1/8th Circuit Class and may differ in some slight respects from those in other countries. Please be aware that if you are racing in another country or at a GP your car may need to be altered to suit the rules used at these events.

The rules are written on the basis of "If it does not say you can, you cannot" if you have any doubt about a rule please do not hesitate to ask one of the committee to clarify the situation before you do it

APPENDIX 1 PENALTIES

Penalty Type		Infringement during Qualifying	Infringement during Finals
A	1.1.1, 1.1.2, 1.1.4 and 1.1.5.1.3.1, 1.3.3, 1.4.1, 1.5.1 and 1.6.x	Loss of qualifying time from the heat in which infringement was found.	Demotion to 10 th place in final, therefore moving drivers who finished behind up a place. In the event of more than one driver having infringements they are awarded equal 10 th place.
C	1.3.1	10 Place qualifying penalty, dropping the driver 10 places once the complete qualifying has finished.	10 point deduction from the drivers overall championship score, penalty to be taken off the drivers end of season championship score.
D	1.1.6	Disqualification from the entire meeting, not allowed to compete in any further qualifying or finals. Driver maybe asked to leave the circuit.	Disqualification from the entire meeting, no championship points awarded regardless of finishing position.
E	1.2.1, 1.3.2 and 1.4.2	12 month ban from all National meetings, ban starts from date of infringement, all championship points accumulated up to the that point will be cancelled. Points for other drivers will not be recalculated.	12 month ban from all National meetings, ban starts from date of infringement, all championship points accumulated up to that point will be cancelled. Points for other drivers will not be recalculated. Referred to BRCA Exec for the consideration of removal of competition licence.

The use of any form of radio or other transmission system for the purposes of communication between driver and pit is expressly prohibited.

BRCA 8th CIRCUIT RACE MEETING RULES & PROCEDURES

See BRCA website www.brca.org for homologation lists, race procedures, calendar and the latest news.



8th CIRCUIT ELECTRIC SECTION 2018

CONSTRUCTION & OPERATING RULES

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Maximum Penalties

1.1. CONSTRUCTION

- 1.1.1 Car must be an 8th scale electrically powered character representation of a racing car within the given dimensions. Maximum width of car is 267mm, this excludes the bodyshell which has its own dimensional rules.
- 1.1.2 The Designated Officials may disqualify any car that, in their opinion, would be a hazard to spectators or other cars.
- 1.1.3 On all cars braking must be a combination of electronic speed controller and motor (dynamic braking) only via the single speed fixed transmission to the rear wheels.
- 1.1.4 Minimum weight to be 2500g with exception for fixed chassis cars without any moving suspension components which will have minimum weight limit of 2200g.
- 1.1.5 All cars must be fitted with a fail-safe device, this can also be incorporated into the receiver or speed controller.
- 1.1.6 It is permitted allowed to use a second car for wet weather racing. The wet car may only be used when weather conditions deteriorate and the Electric Drivers Representative advises that use of the wet car is permitted. Any driver may swap back to their number one car at any time following this should they wish to do so. The driver must ensure that the personal transponder of both cars are registered or that both cars use the same transponder number.

1.2. BATTERIES / MOTORS & SPEED CONTROLLERS

- 1.2.1 Batteries to be any commercially available hard cased Lithium Polymer up to maximum of 4s. These may be installed in any configuration, 1x4s, 2x2s, 4x1s.
The maximum permitted voltage of the cells when checked at anytime using the section multimeter must be as per Electric Board specifications.
- 1.2.2 The brushless motor and speed controller combination must be or have been previously commercially available and have a maximum UK recommended retail price (RRP) of £325 including all taxes. The motor must have a 5mm pinion shaft.

- 1.2.3 Speed controller reverse operation must be disabled.

1.4. TYRES AND WHEELS

- 1.4.1 Maximum width of REAR tyre 64mm.
- 1.4.7 Tyres must be black in appearance with the exception of any sidewall detail and may only comprise of a maximum of four rings of rubber for the REAR tyres and three rings maximum for the FRONT.
Axles, quick release mechanisms or any items shall not protrude beyond the wheel rim.

1.5. BUMPERS

- 1.5.1 Front bumpers must be fitted to the car to the same design and material as fitted to "standard" kit car.
If a commercially available rear bumper is fitted it must finish no more than 50.0 mm behind the rear axle centre line.

1.6. BODIES

- 1.6.1 Only bodyshells from the approved BRCA 8th Circuit list may be used. The bodyshell must have an EFRA number moulded into it.
- 1.6.2 The front, side and rear windows if fitted to a car body must remain transparent.
- 1.6.3 Side windows may be removed to assist cooling. Commercially available bodyshell vents are permitted.
- 1.6.4 All bodies must have the front and rear wheel arches cut out if the original car on which the body is modelled had them cut out.
- 1.6.5 No portion of chassis, wheels, tyres or any other item may extend beyond the body.
- 1.6.6 When initially entered in a meeting the body must be neatly finished and complete.
- 1.6.7 The body and chassis must be securely joined at all times when the car is racing.
- 1.6.8 Bodyshells may only be strengthened / supported with the addition of plastic lexan, or carbon fibre.
- 1.6.9 Wing or piano wire must not be used for body strengthening.
- 1.6.10 Maximum width measured at the top of the rear wing and on top of the sides is 267mm. The lower sides of the body will not be taken into account during technical inspection (Scrutineering)

- 1.6.11 A 10mm allowance is permissible around protrusions through the bodyshell (such as engine, roll over bar etc.)
- 1.6.12 If a closed cockpit bodyshell is used a suitable aperture is allowed in the windscreen for cooling purposes, with a maximum size of 6 sq cm.
- 1.6.13 The maximum height of the rear of the body to be 170mm excluding the trim tab with a 20mm spacer under the chassis.
- 1.6.14 No extra wings are allowed to be fitted, but an external trim tab can be fitted to the rear of the body which must not exceed a height of 180mm with a 20mm spacer under the chassis.
- 1.7.1 Qualifying will run to the same format and length as BRCA 8th Circuit. Finals will be 7½ minutes in length, results to be an aggregate of the finishing positions of two or more legs.

1.9. OPERATION

- 1.9.1 Lithium based traction batteries (such as LiPo and LiFe) must be charged in a suitable charging pouch using a suitable lithium battery charging systems only.
- 1.9.2 The meeting will officially begin at the opening of the track for practise at 9am on Saturday and will officially end after the last final on Sunday. After this time all 8th Circuit construction rules apply and must be complied with at all times.
- 1.9.3 The use of EU/UK approved DECT5 technology headsets operating in the OPCOM approved frequency range of 1880 to 1900 MHZ only are permitted for the purposes of communication between driver and mechanic. The use of mobile phones is not permitted.
- 1.9.4 The pit lane must be kept clear at all times. Mechanics must not let their cars go in front of cars coming down the pit lane at any time. They must also not step into the pit lane at any time during a race.
Only one mechanic per driver to be allowed in the pit lane during qualifying and 2 mechanics per driver in finals.
Any infringements will be subject to a minimum of stop go penalty.

- 1.9.5 No car to be driven at any time against the normal flow of traffic on the race track or pit lane. No cars to enter pit lane from wrong direction except in cases of incident, failure or if otherwise directed by a race official. Penalty to be loss of FTD or in case of a final disqualification.
- 1.9.6 At the end of a heat or final all cars that have taken part in that heat/final must be taken to the scrutineering area.
- 1.9.7 All competitors are to provide and use personal transponders. It is the driver's responsibility to ensure that the transponder RC4 compatible and has been logged on the section's database.

Note: These construction rules are for the BRCA 1:8th Electric Circuit Class and may differ in some slight respects from those in other countries. Please be aware that if you are racing in another country or at a GP your car may need to be altered to suit the rules used at these events.

The rules are written on the basis of "If it does not say you can, you cannot" if you have any doubt about a rule please do not hesitate to ask one of the committee to clarify the situation before you do it.

The use of any form of radio or other transmission system for the purposes of communication between driver and pit is expressly prohibited.

APPENDIX 1 MAXIMUM PENALTIES

Rules	Infringement during Qualifying	Infringement during Finals
1.1.1, 1.1.2, 1.1.4, 1.1.5, 1.2.3, 1.4.1, 1.5.1, all 1.6.x	Loss of qualifying time from the heat in which infringement was found.	Demotion to 10 th place in final, therefore moving drivers who finished behind up a place. In the event of more than one driver having infringements they are awarded equal 10 th place.
1.1.3	10 Place qualifying penalty, dropping the driver 10 places once the complete qualifying has finished.	10 point deduction from the drivers overall championship score, penalty to be taken off the drivers end of season championship score.
1.1.6	Disqualification from the entire meeting, not allowed to compete in any further qualifying or finals. Driver maybe asked to leave the circuit.	Disqualification from the entire meeting, no championship points awarded regardless of finishing position.
1.2.1, 1.2.2, 1.4.7,	12 month ban from all National meetings, ban starts from date of infringement, all championship points accumulated up to the that point will be cancelled. Points for other drivers will not be recalculated.	12 month ban from all National meetings, ban starts from date of infringement, all championship points accumulated up to that point will be cancelled. Points for other drivers will not be recalculated. Referred to BRCA Exec for consideration of the removal of competition licence.

See BRCA website www.brca.org for homologation lists, race procedures, calendar and the latest news.





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2.0. SAFETY

- 2.0.0 Verbal abuse from any BRCA member present at the meeting is unacceptable. Behaviour of this nature will not be tolerated the penalty for first offence will be loss of FTD. Should it occur again the person concerned will be requested to leave the meeting immediately.
- 2.0.1 The Designated Officials(s) will designate a smoking area for all Competitors, Marshals and Mechanics. This area will be outside the perimeter of the track and pit area. Smoking outside the designated area will not be permitted.
- 2.0.2 No person under the age of sixteen will be permitted to marshal without the permission of the committee.
- 2.0.3 Pit persons under 16 years old will be permitted in the pit lane with the discretion of the race director.
- 2.0.4 The circuit must meet the safety requirements as laid down by the BRCA and by our own Safety Officer / Designated Official.
- 2.0.5 Any authorised person going in to the track area or pit lane whilst racing or practice is in progress must wear footwear that totally encloses the foot (safety shoes preferred), no open shoes or sandals.
- 2.0.6 All drivers and pit persons entering the defined track area must supply and wear an approved high visibility vest at all times during practise. During racing all pit persons must supply and wear an approved high visibility vest at all times. Marshals must wear the high visibility vests provided at their marshal points.

2.1. HYGIENE

- 2.1.1 For BRCA recognition a National meeting must meet such hygiene requirements as the Standards Sub-Committee decide appropriate for the venue and occasion, a minimum of which will be flushing toilets and running water for the duration of the meeting. Details of the facilities offered to competitors must accompany details of race procedure and awards in all invitations for entry.

- 2.1.2 In order not to interfere with people's peace and quiet in the on site caravanning/ camping facility, generators should not be run between the hours of 10-00pm and 9-00am, or as specified by the hosting venue in the event of these hours being different.
- 2.1.3 No model car engines are to be run outside the times laid down by local club restrictions.

2.2. ENTRY PROCEDURE

- 2.2.1 Details of meeting to be made available not less than four clear weeks before each meeting. Race entry fees to be as decided at the AGM by the section, further details to be available on BRCA web site.
- 2.2.2 Pre-entry will be via the online entry system at www.brca.org and must be made no later than midnight on the Tuesday preceding the race meeting. At the time of booking the entry it is preferred that the entry be paid using the online electronic transfer system (i.e. PayPal).

Any cancellation of an online pre-entry must be made on the BRCA online entry system by this time as well.

As a concession, and at the discretion of the committee entries may be accepted via e-mail to the Section Secretary (8thcsec@brca.org) up to 6pm on the Friday preceding the race weekend but must be paid in cash when booking in and may incur the late entry fee. This late entry is only to be used by drivers who are unable to confirm an entry online by the Tuesday for genuine reasons and should not be used as the normal entry method. A £5 surcharge will normally be added to the entry fee for late entries. Entries being taken on a first-come basis.

- 2.2.3 Any entry is a commitment to pay the set fee.
- 2.2.4 Competitors must ensure that the transponder is attached to the car for practice, qualifying and finals. The Computer Operator will endeavour to check and ensure that all competitors' transponders are registering in warm up for qualifying and finals, and inform competitors of any problem as quickly as possible. However it is the driver's

responsibility to ensure his/her transponder is working correctly. No manual adjustment will be made for an individual's missed laps, unless it is directly attributable to the Section timing equipment (i.e. 2 or more cars having missed laps).

- 2.2.5 If not on 2.4GHz a drivers radio should have at least two frequencies available and should be a legal frequency within the frequency bands as specified by the UKRCC and endorsed by the BRCA. Where frequencies conflict in the finals, the fastest qualifier shall choose, providing it is possible for drivers to change to the available frequencies.
- 2.2.6 A driver may have his/her ranking altered by discretion of the Committee.
- 2.2.7 Where a meeting is abandoned for whatever reason then all completed and correct rounds on the day will be used as the result. In the event that there is no full round then there will be no scores to count
- 2.2.8 To qualify for a final the car must have completed a minimum of one timed lap during a qualifying heat under its own power which has been recorded by the race timing system.

2.3. RACE PROCEDURE

- 2.3.1 There will free practice on the Saturday subject to local track operating hours. For drivers of ranking 100 and above there will be up to four 15 minute exclusive practise sessions set aside during the day depending on driver numbers and arranged at the discretion of the committee. Sunday's race day will have a pre-defined timetable. I.E -drivers briefing before any engine running, organised practice in heat order and no lunchtime practice.

Attendance at the drivers briefing is mandatory.

Drivers failing to attend drivers briefing for any reason will not be permitted to run nor record any timed laps until they have been briefed by the section chairman or their appointed deputy. This briefing will only be held at the conclusion of the first round of qualifying.

- 2.3.2 Four rounds of qualifying heats will be run whenever possible with due regard to the number of drivers entered. However where the track is restricted to its hours of use or due to weather, entry numbers etc. this may be reduced to three qualifying rounds only at the discretion of the committee members present.

All heats will be of 5 Minutes duration plus time to complete last lap.

- 2.3.3 Designated Stewards and Appointed Referee's will be in control of driving standards, interference decisions, protests, rule applications, etc. If the host Club/Circuit cannot supply a computer operator, then £2 per competitor will be deducted from the race fees payable to the Club/Circuit, this money to be given to the computer operators towards expenses incurred travelling to the race meeting.
- 2.3.4 All interference claims and any protests MUST be referred to the Designated Official(s). Any subsequent action will be made by the Designated Official(s) whose decision will be final. Any driver claiming interference must switch off and see the Designated Official(s) WHILE THE RACE IS STILL IN PROGRESS. The following guide-lines will be used by Designated Officials :- To ensure continuity no qualifying heat will be stopped unless the Designated Official is satisfied that two or more drivers have detectable interference. Designated Official will aim to provide each competitor with ONE heat free from extraneous interference. The Designated Official will check interference possibilities with all drivers before the start of finals and these races will not be stopped unless the Designated Official is satisfied that on site interference is occurring. A driver claiming interference must switch off and report to the Designated Official immediately. At the discretion of the Designated Official any competitor found with equipment causing on site interference will be asked to leave the circuit.
- 2.3.5 The Designated Officials will monitor driving standards and competitor behaviour. A designated Referee (who for the purpose of this duty shall be

- considered a designated official) should be present on the rostrum in every race where possible to monitor driving standards and give out penalties. For a first offence the Designated Official will normally impose a 10 second penalty off that heat (adjusted at the end of the heat. For a second offence, a one lap penalty, and for a third offence, disqualification from the meeting.
- 2.3.6 The Designated Officials may impose penalties without warning where he considers the infringement or misbehaviour to warrant such penalty. As a guide to drivers the following driving standards are expected:- Slower cars are to give way to the faster cars and the driver of the slower car should call his intention of moving off line. Deliberate collision from behind with an on line car at a corner (T-boning) will be regarded as an unacceptable practice.
- 2.3.7 Drivers to marshal the heat following the one in which they race, except for drivers from the last heat who marshal heat one. Drivers designated as Scrutineer in the heats will scrutineer the cars from their heat. Drivers designated as Referee will oversee their following heat or final. Drivers from the A Final will marshal the First Final to be run. All finalists will marshal the Final following the one for which they have qualified. No substitutes will be allowed (excluding drivers under 16), except in special circumstances and with the permission of the Designated Official. The driver must arrange a competent person (i.e. other driver) to cover his marshal / scrutineer duties. Pre event scrutineering maybe carried out at the committee's discretion.
- 2.3.8 The Designated Official(s) may request inspection of any entrants car, at any time, to cover any or all applicable specifications. Any part of a car may be substituted during a race except the chassis. The chassis may be changed with the approval of the Designated Official(s). The essence of this is that a car cannot be replaced or substituted once entered into a day's racing.
- 2.3.9 Racing will commence at the start of the day, and no race, heat or race programme will be stopped, or delayed, due to reasons of change in the weather, except in extreme circumstances that it would be deemed by the Designated Official(s) dangerous to continue.
- 2.3.10 The pit lane must be kept clear at all times.
- 2.3.11 Frequency pegs if available must be used during practice for drivers not using a DSM (2,4Ghz) system.
- 2.3.12 Only drivers entered into the heat or final and designated officials to be on the rostrum whilst that particular heat or final is running.
- 2.3.13 The driver's pitman must stand directly below his driver where possible. In the event of a pit area remote from the rostrum the pitman must pit in order of the drivers position in qualifying. The first pit slot nearest the rostrum is for driver one, and so on down the field. If possible the pit area should be marked out with the numbers 1 to 10.
- 2.3.15 Provisional results will be declared within 15 minutes of the completion of the last final and technical inspection. Drivers will have a further 15 minutes in which to register a protest with the race director of any penalties imposed. If no protests are received after this time limit, results will be declared Final and awards presented.
- In the event of a protest being lodged. The race steward together with at least 2 stewards or officials of the meeting will consider the protest and a decision will be made within a maximum of 30 minutes. If the drivers protest is upheld the results will be amended and declared final.
- If the drivers protest is not upheld the results will still be declared final. However the driver may lodge an appeal to the BRCA executive committee together with an appeal fee of £50. This must be received by at the BRCA no later than 7 days after the completion of the event. The BRCA executive committee will have a further 7 days to consider the appeal. If upheld the driver will receive a refund of his appeal fee, The results amended and

any championship points re-calculated. In the event the appeal is turned down the drivers appeal fee will be forfeit.

2.4. SCRUTINEERING

- 2.4.1 This will be performed by a team of drivers overseen by the designated committee member(s) The drivers who are involved in scrutineering duties will not be required to marshal, the nominated scrutineer may not use a stand in to complete the scrutineers duties. The designated scrutineer may not check their own car, this must be completed by a committee member or designated person.
- 2.4.2 If a car has been damaged during the course of that heat/final it still must be presented to the scrutineer. If a car is found not to comply with rules as laid down in the construction and operating rules after being scrutineered, then a penalty will be applied as in construction and operating rules regarding penalties.
- 2.4.3 The BRCA 8th section scrutineering equipment is the set standard for the meeting therefore any car found illegal using this equipment is deemed to have failed scrutineering.
- 2.4.4 In the event of a piece of scrutineering equipment getting damaged the Committee must be informed.
- 2.4.5 In the event of a driver wishing to protest a decision made by the, Scrutineer or Committee member, only the driver, or in the case of a junior the drivers parent/guardian may protest the decision as per 2.3.15. Any protests must be lodged with a committee member immediately and the offending car must be left within the scrutineering area. Any car removed from the scrutineering area before a protest may not be retested if the driver protests a decision made by the scrutineer.

2.5. START PROCEDURE FOR HEATS

- 2.5.1 A rolling start will be used.
- 2.5.2 Any car infringing the start will be penalised one lap, at the discretion of the Designated Official(s). Cars missing the start and restarts during a race must start

from the pit lane. Note: - In order to be given a correct finish time and qualify for the final, a car must record a minimum of one lap cross the finishing line under its own power.

2.6. FINALS

- 2.6.1 All National Meetings will feature A to Z type finals.
- 2.6.2 There may be 10 minutes between finals where appropriate and no time / start delays will be allowed.
- 2.6.3 Duration of finals: - A final = 30 minutes, B to Z finals = 20 minutes. British Open finals may be changed if required.
- 2.6.4 Any driver may withdraw from the event up until the finals are announced. If a driver withdraws from the event he/she will be considered to not have started the event and he/she will lose his/her qualifying position and any points and be released from their obligation to marshal the finals. If he/she decides to withdraw after the finals are announced, he/she will then be compelled to marshal the final that he/she qualified for and will be awarded 10th place in that final.
- 2.6.5 All finals to be run on an open basis.
- 2.6.6 Qualification for finals will be taken on the driver's best qualifying results. The top ten qualifiers will be in the A final, qualifiers 11 to 20 will be in the B final, qualifiers 21 to 30 will be in the C final and so on. Finals to be run in reverse alphabetical order. (E, D, C, B, A etc.) There will be 10 cars in the A Final and a minimum of 5 cars in the lowest final subject to 15 or more qualifying drivers in their class. This means if we have between 11 and 14 drivers in the lowest 2 finals (excluding the A final) the finals should be split as follows
 - 11 drivers 1x6 and 1x5
 - 12 drivers 1x7 and 1x5
 - 13 drivers 1x8 and 1x5
 - 14 drivers 1x9 and 1x5

If a joint 8th and 10th or two day GP style meeting is held the meeting it will form part of the championship. In the event of meeting being over two days then round

by round qualifying will be used. For this event depending on timetable the length of finals may be reduced by 5 minutes.

- 2.6.7 There will be trophy for 1st place along with an award along with awards for 2nd and 3rd places in all finals and a trophy will be awarded for FTD.
- 2.6.8 Start procedure for finals Start procedure for finals will be based on an Le Mans type start with a distance between cars of 5 metres (Pole to be a minimum of 10m from first corner where possible) with a start position determined by the Designated Official(s). The Pitman / mechanic must release the car when directed by Designated Official(s). The car must remain stationary in it's designated position without moving forward until the start signal is given (0 to 10 seconds from the signal to release cars) Any car infringing the start (jump start or mechanic failing to release car) at the discretion of the Designated Official(s) will have to serve a stop / go penalty. Cars missing the start must start from the pit lane (after all other running cars have crossed the start/finish at least once).
- 2.6.9 Where 2 or more drivers do not manage to complete a lap in their final, points will be awarded according to where they qualified in relation to each other, so the faster of the drivers will get ninth position and the slower tenth (in the case of 2 drivers not starting).

2.7. PENALTIES

- 2.7.1 Any infringement of the construction rules will result in the loss of the time from the heat or final that the infringement took place. Drivers who lose their time in their final as a result of any construction rule infringement will be demoted to 10th place in the final.
- 2.7.2 Any infringement of the rule regarding extra additives (except: - Nitro Methane, Methanol and Lubricating Oil) to the fuel will result in a twelve month ban from all National Meetings. The ban will start from the date of the infringement. Any Championship Points accumulated up to that point will be cancelled.

- 2.7.3 Failure to marshal after your heat will result in loss of FTD except for the driver acting as scrutineer.
- 2.7.4 A finalists who fail to marshal the first final to be run will not take part in the A Final demoted to last place and awarded no points for the meeting.
- 2.7.5 Other finalists who fail to marshal the final following their final will be disqualified, demoted to last place in their final and be awarded no points for the meeting.
- 2.7.6 A driver disqualified from his/her final will be awarded no points for the meeting and demoted to last place in his/her final.
- 2.7.7 In the event of 2 or more drivers failing to marshal both the drivers will be disqualified, demoted to equal last place in their final and awarded no points for the meeting.

2.8. CHAMPIONSHIP

- 2.8.1 An Open National Series Championship is to be run. Up to 3 meetings per season may be run in conjunction with the BRCA 1/10 on road section. Points can be awarded at any of the National Meetings. Points from National Meetings for Open Championships are awarded as follows: - 1st place in the A final = 100 points, down to last place in the A final = 91 points. 1st place in the B final = 90 points, down to last place in the B final = 81 points and so on from C to Z finals. One extra point will be given for top qualifier (TQ).
- 2.8.2 A Junior Series Championship will also be run. A junior is defined as being 16 or under on the first Open meeting date of the National Calendar of that year. As for points for the Junior Championship, they will be calculated on an open basis, points being awarded from 100 down according to positions in finals. All points taken on results from the finals. One extra point will be given to the top qualifier (TQ).
- 2.8.3 There will a further Championship based on skill ratings (rankings). It will be split in to two groups as follows: - GP2 based on ranking from 50 to 249 and GP3 based on ranking from 250 to 500. Drivers, both seniors and juniors

will qualify for either of the two groups based on their ranking at the start of the season, the exception being if a new driver enters the Championship during the current season, his/her new ranking and group will be assessed after he/she has competed in two meetings. Points for this Championship will be calculated on an open basis, points being awarded from 100 down according to positions in finals. All points taken on results from the finals. In all championships one extra point will be given to the top qualifier (TQ) in that championship class.

- 2.8.4 There will be trophies for first, second and third places in all Championships.
- 2.8.5 Ties in the Championship/Team Selection charts are resolved firstly by comparing the number of first places, second places etc. as may be required.
- 2.8.6 In the Championship will consist of 9 round with 5 to count.
- 2.8.7 National Team selection will be decided solely from the previous year's national championship positions should there be an insufficient allocation. Drivers wishing to attend must write and inform the Teams Officer by conference of preceding year, together with the full amount of the race entry fee. The entry fee will only be refunded if the entry is not accepted. If entries are not filled by this date, then entries will be taken on a written first come basis. Championship points may be scored at an EFRA GP or GP forming part of the national championship.
- 2.8.8 In order to compete in a EUROPEAN CHAMPIONSHIP MEETING. WORLD CHAMPIONSHIP MEETING an EFRA licence must be obtained from the BRCA. For EFRA GP's a BRCA licence is acceptable but EFRA do give priority to EFRA licence holders should the event be oversubscribed.
- 2.8.9 Applications to run an EFRA Grand Prix will be considered by the Committee on applications received by 30th June of preceding year.

2.10. RANKINGS

- 2.10. 1) All new drivers will have a ranking of 500 which may be reviewed after the first meeting.
- 2) Ranking will be calculated to the driver's performance during the qualifying heats.
- 3) Ranking will take place whatever the track conditions.
- 4) The maximum a ranking can be increased by is 3 (e.g. 100 to 103). There is no limit to the amount a drivers ranking can be decreased by.
- 5) Driver pulling out of a meeting at any stage will have their ranking increased by 3 unless they have a qualifying heat score that reduces their ranking. Driver cannot withdraw from the meeting later than 10 minutes from the finish of the last qualifying heat
- 6) Any driver who has not competed in a meeting during a season will have their ranking increased by 30. This will be carried out for a maximum of 2 seasons.

2.11. APPENDIX

- 2.11.1 The BRCA body and tuned pipe lists for the 2018 season will be available on the BRCA 8th section website on or after March 1st 2018.
- 2.11.2 All body approval is subject to change regarding the commercial availability of bodies and is at the discretion of the 8th Section Committee.
- 2.11.3 At the annual section AGM if a proposal is submitted and the proposer is unable to attend the AGM, the seconder can represent the proposal instead. Should neither the proposer or seconder be present at the Section AGM then their proposal will not be heard and as such the proposal will be not be discussed. At the section AGM any amendments to proposals will only be considered if the proposal conflicts with an existing Construction and Operational Rule.

BRCA

BRITISH RADIO CAR ASSOCIATION

To keep up to date with what's going on in the world of Radio Control Cars visit the BRCA Main Website at www.brca.org

All the Circuit related information is located under the Sections dropdown.

The screenshot shows the BRCA website interface. At the top, there is a navigation bar with links for HOME, CLUBS, EVENTS, AGM, JOIN, CONTACT, and a LOG IN button. Below this is a banner featuring the BRCA logo and a stylized image of a radio-controlled car. The main content area has a secondary navigation bar with links for SECTIONS, RESULTS, RULES & DOCUMENTS, SMART SEARCH, and MORE. The SECTIONS dropdown menu is open, listing various categories: Micro, 12th Circuit, 12th Stockcars, GT Circuit, 10th Off Road, 10th Electric Circuit, 10th IC Circuit, 8th Circuit (highlighted in red), 8th Rally X, and Truggy & E8 Buggy. The main content area displays the '1/8th Scale Circuit' page, which includes a large '1/8' graphic and a detailed description of the racing category. On the right side, there is a '1/8TH CIRCUIT MENU' with links to Home, Events, History, Results, and Documents, along with a 'NEW TO 1/8TH CIRCUIT?' section and a 'guide' button.

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SECTIONS RESULTS RULES & DOCUMENTS SMART SEARCH MORE

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12th Circuit
12th Stockcars
GT Circuit
10th Off Road
10th Electric Circuit
10th IC Circuit
8th Circuit
8th Rally X
Truggy & E8 Buggy

SECTIONS

1/8th Scale Circuit

There are many different shapes and sizes but with acceleration times of 0 to 60 miles per hour in less than two seconds of 75 mph is it any wonder that 1/8th gas powered radio controlled model cars are considered the most exciting model car racing?

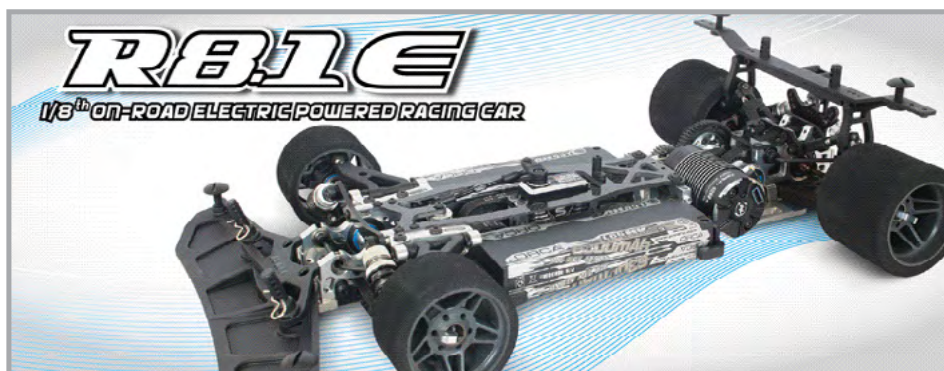
Electric powered gas cars will add a whole new meaning to your understanding of the word excitement. Once you experience its awesome power, and stunning cornering speed, you'll never be satisfied with driving anything else again and again.

A four-wheel drive car can be built from one of the many available kits now on the market. Powered by a motor capable of delivering over two brake horsepower, you are just minutes away from the most mind-blowing racing. Your car complete with engine will be a high tech 1/8th scale model racing car. All cars have front and rear controlled by fully adjustable shock absorbers and springs. In addition you'll have disc brakes and

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NEW TO 1/8TH CIRCUIT?

guide



NOTES

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