

1:10 Electric Circuit 2012

1. APPEARANCE

1.1 The essence of the sport is radio controlled motor racing. The cars must be realistic and when initially entered in the meeting the bodyshell must be neatly finished and complete.

1.2 The body and chassis must be securely joined at all times when the car is on the track.

2. RADIO EQUIPMENT

2.1 Only legal frequencies may be used, and all equipment must conform to the current regulations.

2.2 No reversal of crystals will be allowed. If a competitor is found to be using reversed crystals or illegal frequencies, they will be disqualified from the event.

2.3 No radio equipment (apart from the aerial) may protrude through the bodyshell.

2.4 Voltage supply to the transmitter must not exceed the manufacturer's recommendations. Any competitor found using external or additional battery packs must have proof that it conforms to the radio manufacturer's specifications. In addition, no additional aerial or extension should be added to the driver's radio equipment.

3. GENERAL RULES

3.1 Tyres: Must be black except for any sidewall detail.

3.2 Tyre cleaners or traction compounds that can coat or damage or in any way mark the racing surface are specifically banned. The use of any tyre additive containing any known harmful chemical is strictly prohibited. The use of tyre cleaners and or traction compounds is at the race organiser's discretion. Notification of known non-allowable tyre additives should appear on the entry forms. The use of any oil of wintergreen-based product (i.e. smells of 'Deep Heat') is not allowed. Tyre additives are allowed to be used at the competitor's own risk at all National Championship events. No tyre additives are allowed in wet conditions.

3.3 It is strongly recommended that all competitors follow the instructions on all products (e.g. cleaners, aerosols, additives, etc.). If you are unsure about a product then ask to see the COSHH report on it. If there is no COSHH report on the product then do not use it.

3.4 All cars must have identifying numbers and any other decals in the positions designated by the Race Director.

3.5 No portion of the chassis, wheel, tyres or equipment may extend beyond the body; this includes servos, etc.

3.6 No car shall be constructed so as to be dangerous to persons or cause damage to competitor's cars. No part of the car may be allowed to cause damage to the track surface.

3.7 Only one drive motor is allowed per car.

3.8 The use of multiple-speed transmissions (gearboxes) is not allowed in any class.

3.9 Driver Aids:

(a) It is the objective of this rule to ensure that the 1:10 Electric Circuit series be a test of driver skill. The BRCA Committee seeks to limit the type of driver aids to a minimum to achieve this objective. Traction control, active suspension and steering by gyroscopes are not allowed. Sensors fitted to the car for the purpose of measuring suspension movement, wheel speed or tyre slip whilst the car is in motion are not allowed.

(b) Unless an electronic or mechanical driver aid is listed below in rule (c), it is not allowed for use in any class in the 1:10 Electric Circuit series.

(c) The fixed single ratio transmission may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

A differential may include a mechanism for apportioning torque over the axle/s (e.g. limited slip differential). This mechanism must only be capable of adjustment manually whilst the car is stationary.

A mechanical or electronic speed controller may include a mechanical or electronic device to limit or control the current/voltage passed from the batteries to the drive motor (e.g. timed delay, current limiter, keyboard programs, adjusting motor advance). Setting or programming of such a device must only be possible whilst the car is stationary. Changes to the setting or program during a race are not allowed.

(d) The use of any channels to receive electrical signals from sensors carried in the car is prohibited.

(e) Any competitor found in contravention of the spirit or fact of rules (a), (b), (c) & (d) will be disqualified from the meeting/s.

3.10 Commercial Availability of New Products - Before they can be used by a competitor at a BRCA National event, new motors and batteries must be approved by the BRCA Electric Board. New bodyshells must have been available in the UK for 2 months and be approved by the BRCA 1:10 Electric Committee. Approval lists to be published on the BRCA website and made available for review at each BRCA National.

3.11 Price limits for motors and batteries will be set as per the Electric Board (with a maximum increase limit of 10% in any one year). The BRCA 1:10 Electric Circuit Committee will have to agree to any price increase.

3.12 Bodyshells may be added to the homologation list at any time subject to approval and meeting the two month rule. Each manufacturer must pay a registration fee of £50.00 and any body being submitted for approval must pay a levy of £10.00 per body. Any new bodies being submitted must have the part number moulded into the front windscreen. Bodies submitted for approval will be kept by the Section for future reference.

3.13 Any AGM rule proposals to be received by the 1st Friday in September on the standard template provided.

3.14 Generators can be used at competitors own risk at BRCA National events (where permitted by hosting club). Hosting clubs will designate a "generators free" area with free access to track & facilities.

3.15 It is each competitor's responsibility to ensure that their car meets all technical and eligibility requirements.

4. BATTERIES

4.1 Only approved sub-C sized rechargeable cells, Li-Po or Li-Fe cells as per the respective BRCA Electric Board rules and lists can be used. All cells must have their sub-C heat-shrink or LiPo/LiFe hard case substantially intact.

4.2 All Touring cars will be driven by cells having a maximum nominal voltage of 7.4 volts.

4.3 Batteries are used at a competitors own risk, and the competitor is accountable for following the battery manufacturer's recommendations at all times. The BRCA will not tolerate any abuse of LiPo or LiFe batteries. LiPo batteries must be charged with chargers capable of the industry standard CC/CV (Constant Current/Constant Voltage) charge profile (no other charge profiles are permitted). Any driver found abusing their batteries at BRCA sanctioned meetings may be excluded from the National Championship races for the rest of the season. The Maximum voltage for a 2S LiPo is to not exceed 8.440 volts at any time, and maximum voltage of 1S LiPo is to not exceed 4.220 volts at any time. LiPo and LiFe cells must be charged in a LiPo sack.

5. MOTORS

5.1 (a) Modified Motors - Only modified motors approved by the Electric Board are allowed.

(b) Brushless Motors - Only brushless motors approved by the Electric Board are allowed.

5.2 (a) Stock Motors - Only 27 turn rebuildable stock motors with a maximum fixed timing of 24 degrees approved by the Electric Board are allowed.

(b) Super-Stock Motors - Only 19 turn spec motors approved by the Electric Board are allowed.

(c) 10.5 Brushless Motors – only 10.5 turn brushless motors approved by the Electric Board are allowed.

(d) 13.5 Brushless Motors – only 13.5 turn brushless motors approved by the Electric Board are allowed.

(e) 17.5 Brushless Motors – only 17.5 turn brushless motors approved by the Electric Board are allowed.

5.3 Any driver found using an illegal motor will lose all lap scores up to that point. If found using an illegal motor for the second time, the driver will be excluded from the National Championship races for the rest of the season.

6. TOURING CARS

6.1 All cars must conform to appearance, radio and general rules, and have independent suspension operating on all four wheels (no Pro-10 cars allowed).

6.2 For all classes, bodyshells to be from a list drawn up by the BRCA committee. The list to be representative of what is currently 'commercially available' in the UK. (Subject to being submitted by the manufacturer / distributor.) With the following provisos:

- o Must be representative of a 'full size' Touring Car or GT (Racing version or Road going) i.e. NO 'designer' type shells.

- o No NASCAR, Rally, Truck or 'Pure Racing' type bodyshells allowed.

- o Must be able to meet the current dimensional requirements.

When a new submission supersedes a previous version of the same type.

The replaced version to come off the list after one calendar year.

6.3 Bodies are not to be cut above the bottom line of the doors between the wheel arches. No other openings are allowed on the body, except for mounting, aerial and transponder holes (i.e. no open windows).

6.3(a) Details of all front and rear lights plus the main front grill must be clearly contrasted from the surrounding paintwork. Windows are to be left clear and unpainted.

6.4 Under body/chassis aerodynamic aids of any nature are not allowed. Only motor guards are allowed. Smooth Lexan undertrays may be fitted to waterproof the cars.

6.5 Touring Car Dimensions

	Min (mm)	Max (mm)
Wheelbase	250	270
Width (without body)	170	190
Width (with body)	175	200
Length (inc. body and wing)	360	460
Wheel Dia (excl.tyre bead)	46	50
Wheel width inc.bead	18	26
Tyre width (across sidewalls)		27
Tyre diameter (when mounted on wheels)	52	67
Ride height (indoors only/checked on flat surface)	5	

6.5b Touring Car Body Dimensions (car/chassis to be placed on a 10mm block inside the scrutineering box for purposes of measuring):

	Min (mm)	Max (mm)
Height (to top of roof)	120	175
Overall Wing size inc endplates (WxDxH)	125x30x15	190x40x25
Wing overhang (at rear)		10
Rear bumper/valance		43

6.6 Rear wing overhang must not exceed 10mm at the furthest point, to be measured from the rear most point of the shell. The height of the wing may be adjusted, but the wing including endplates must not extend higher than the roofline. Wings (excluding endplates) are to be of single moulded construction (no flat-packs/bend your own).

6.7 The minimum weight, including personal transponders but not handout transponders:

4WD 6-cell/LiPo = 1350g, 4WD 5-cell = 1425g, 4WD 4-cell = 1350g, Front wheel drive/2WD = 1400g.

6.8 The use of tyre warmers is allowed but may not be used/brought into the defined race/track area.

6.9 Controlled Tyres

(a) One manufacturer and compound of pre-built tyre for each class.

(b) Tyres will be easily identifiable with a permanent external marking that can be used as a reference. This marking will include: the manufacturer's name and the tyre compound on the sidewall plus either (or both) the tyre compound number or tyres identification name

(c) Any Competitor being suspected of not running to the rules will have their tyres destructively checked at the end of the event, if any competitor is found using any other insert other than which should be used, will be disqualified from that event, plus banned from the next 2 events. This could be carried over to the next championship.

(d) Competitors having their tyres checked, will have a set replaced for the next event if found to be legal.

6.10 A list of approved Slick (dry) tyres and treaded (wet) tyres will be formulated by the BRCA Committee and only one of those can be used for the National championship. A single approved control slick tyre and a single approved control treaded tyre for the wet should be voted for the National championship from an approved list compiled by the BRCA. This vote should take place annually by the competitors of the previous years championship. The maximum price of four controlled tyres will be £24.99 (slick) and £29.99 (wet). All tyres must be commercially available in the UK two months before the start of the championship.

6.11 All wheels to have competitor's BRCA number legibly marked in permanent ink by the competitor and must be clearly visible. Tyres must be marked and signed for at tyre tech before the driver uses them on the track.

7. GT10 CLASS

7.1 Rules for GT10 Class to be maintained on section website.

7.2 Class to be promoted by section committee organising and promoting a BRCA championship for GT10 class subject to sufficient entries being received.

8. RACE PROCEDURES

8.1 Race duration to be 5 minutes.

8.2 a) The maximum number of cars per race shall be 10. Finals and grid positions are to be determined by a driver's final qualifying position.

8.3 Heats are to use the staggered start system. No practice laps are allowed. Each car will start separately when its number is called. Cars not going off when their number is called shall start when all the other cars have left. Starting before its number is called will be referred to as a 'jump start'. If for any reason a car did not start, the time counting for this car will begin automatically when one of other cars has completed its first lap. Round one starting order is from 1 to 10. Subsequent rounds will start in FTW order. Finals are to be run in the same order as the heats.

During the 10 second countdown in qualifying, no cars will be allowed entrance to the racing surface until after the start of the heat, at which time the car may be placed on the starting line after all the other cars have left.

In the event of cars being placed on the line in the finals once the 30 second countdown has begun, the countdown should be stopped, offending cars placed at the back of the grid and then the countdown restarted from the 10 second mark.

8.4 After each heat, the competitor in that heat will have their cars placed into impound and assume assigned marshalling positions for the following heat. No other person is allowed on the track (except officials) while the race is in progress.

You are allowed to provide a competent substitute marshal (must be a BRCA member and have appropriate shoes) BUT the Race Director must be notified and approve of any change first.

- Failure to marshal or provide a competent substitute will be a loss of that rounds time.

All competitors/substitutes must remain on their marshalling points until released by the following competitor/substitute or the race director. Failure to do so will be classed as failure to marshal.

- Failure to marshal a second time in the meeting will result in disqualification from the meeting and the allocation of 1 championship point.

8.5 Finals will use a grid start and cars are to be spaced at 3m intervals on a staggered grid. Top qualifier is to choose the side of grid. Cars must start in their grid box.

8.6 In the event of a tie on points in qualifying the driver with the lowest counting round scores will be awarded the position. If they are still tied then fastest time will be used.

Example a 1,2,3 beats a 2,2,2. If both have a 1,2,3 then fastest time will be used from the lowest scoring round. So if driver A has a 19 301.11 in his 1 round and driver B has a 19 304.55 in his 1 round then driver A has a better fastest time on his 1 round compared to driver B.

8.7 At the end of the race, each competitor will be told they have finished. You must then pull into the pull off area and remain there until the end of the race.

8.8 Drivers are to remain quiet on the rostrum (e.g. if the car breaks down) to the end of the race.

8.9 During a race, the only people who can pass any information to a competitor are the Race Director (or their assistant), Referee or commentator. Receiving information from an assistant will result in a loss of that heat/final time. Competitors may pass on information to each other on the rostrum regarding cars that have stopped on the circuit.

8.10 Competitors who have raced in the championship in the past will be graded on their previous % championship grading assuming that they are racing in the same class. Drivers who change class will have a 15% decrease applied to their % if changing class. New drivers to the championship will be graded at 1% when they enter their first meeting in the championship (it is at the committee's discretion to waive this in exceptional circumstances). After 1 meeting the driver will be graded as they finished at the last meeting. If the driver has not raced in the championship for 3 seasons then they will be classed as a new driver.

8.11 The number of entrants per class will be based on the number of entries received on a first come first serve basis. Drivers will only be permitted to compete in one class per meeting.

8.12 Practice rounds will be controlled and limited to slots of no more than 6 minutes duration. The rostrum shall be cleared of drivers at the end of each slot. Drivers of different classes shall not practice at the same time. Control of this practice session is to be determined by the BRCA Committee. Rule 8.21 also applies for practice.

8.13 A pegboard will be used during open practice for non 2.4GHz drivers.

8.14 An AMB system is to be used for timing and results should be determined based upon the accuracy specified in the club handbook (recommended to be the same as published by AMB). Only Personal Transponders supplied by each competitor will be used to record laps. At all sanctioned events it is the driver's responsibility to securely fit the lap recording equipment to their car before the start of any race.

Competitors using a personal transponder are responsible for ensuring that such equipment functions with adequate signal strength. If this equipment malfunctions, competitors may have their laps recorded manually providing that:-

a) The transponder starts the race clock for the Heat or Final.

b) An official(s) is satisfied that the car was circulating during any missed laps.

c) If the personal transponder does not record a finishing time, then final lap(s) can be awarded at maximum lap time for the driver in that race, until the total race time has been reached. This procedure will only be adopted once for each competitor in any individual event.

8.15 Any race or heat stopped due to race equipment malfunction or an Official's error will be rerun after a suitable delay.

8.16 A public address system is to be used.

8.17 An audible signal will start each final.

8.18 Meetings should be finished by 6.30pm at the latest.

8.19 National Meetings can only be abandoned by a majority decision of the BRCA Committee members present.

8.20 Only electrical powered vehicles are to be raced at BRCA 1:10 Electric Circuit meetings.

8.21 Racing in the wet will be approved by the Race Director when necessary.

8.22 In severe weather conditions the Race Director is responsible to ensure that the track is in a raceable condition.

8.23 At the discretion of the committee, any driver, representative, mechanic or friend of a driver found to be under the influence of drink or drugs, or using abusive language or behaving abusively will be expelled from the meeting and may be subject to further restrictions on admittance to sanctioned meetings by the BRCA Committee. Anyone who brings the sport of model car racing into disrepute will be answerable to the Committee.

8.24 All race venues must provide ladies and gents toilets that must be open from when practice starts and until the trophy presentation has finished.

8.25 Protests must be received on the official form by the BRCA Steward for the meeting in writing with a fee of £25. The BRCA Steward's decision is final. This fee is refunded if the protest is up held. Protests are to be received within 20 minutes of the end of the affected race. Any call made by a referee including taking no action cannot be subject to protest.

8.26 No mobile phones are allowed on the drivers' rostrum nor are they allowed to be used in the pit lane or on the track.

8.27 BRCA Committee to supply scrutineering aids for all National rounds or supply standard test weights and jigs.

8.28 Clubs running National meetings are encouraged to provide commentary at the meeting, to cover finals at a minimum.

8.29 Minimum 1h20m between the start of each round of qualifying and each round of finals.

9. CHAMPIONSHIPS AND SCORING

9.1 The BRCA 1:10 Electric Circuit National Champion shall be the driver scoring the most points under the following rules:

(a) Only BRCA Members can score points in the championship and current membership cards are to be produced on booking-in if requested (non-members may not race).

(b) For each driver finals will be run. The winner of each final gets 1 point; the second gets 2 points and so on. In the event of a tie on points the driver with the lowest counting round scores will be awarded the position. If they are still tied then qualifying position time will be used.

Example a 1&3 beats a 2&2. If both have a 1&2 then the qualifying position will be used to break the tie. Cars that do not start or fail technical inspection will get 10 points.

(c) In the event of a meeting being cancelled the following will be applied to determine the meeting results:

- After 1 round of qualification the meeting results would be declared on qualification positions after this round
- After 2 rounds of qualification the meeting results would be declared using round by round points with 1 round counting
- After 3 or 4 rounds of qualification the meeting results would be declared using round by round points with 2 rounds counting
- After 5 rounds of qualification (but no finals run) the meeting results would be declared using round by round points with 3 rounds counting – as per normal end of qualifications list
- After 1 round of finals, then the points will be awarded as normal for this round of finals, and a second set of scores for finals will be awarded based on the qualification positions. The final positions will be determined using both of these scores with tie breaks resolved in the normal manner for finals.
- After 2 rounds of finals, the scores from these 2 rounds will be taken, and a 3rd set of scores will be awarded based on qualification positions. These 3 scores will then be evaluated in the normal way i.e 2 from 3, and tie breaks resolved using the normal method.

In the event of the meeting being abandoned mid way through a round of qualification, the points for that complete round will be scrapped and results declared from the previous completed round as described above. If the meeting is abandoned part way through a round of finals, points will be awarded to finals that have been completed with any subsequent finals not run in that round will have points awarded as per qualification results.

(d) Championship points: 150 points will be awarded to first place overall in the A final, 149 points will be awarded for second place, 148 for third place and so on down to last place.

(e) Each year, all meetings declared by the committee as counting towards the Championship will be used in the calculation of scores. A competitor may consider their best scores from 50% of the meetings declared, plus one, with halves rounded down.

(f) In the event of a tie at any place in the Championship, only the highest score meetings will be used to break the tie.

- The highest score will be considered first (and so on down if required) until one driver has a higher score than the other (150 beats 149 etc).
- If this fails to resolve the tie then the number of first, second, third, etc. final leg results will be compared (2 counting score finals at highest score meetings) until a driver with a better number of higher finishing positions is found.
- If the drivers are still tied then the number of first, second, third etc round-by-round scores (3 overall grid positions from highest score meetings) will be compared until one driver has a better qualifying position.
- If the drivers are still tied then the number of first, second, third etc. final grid qualifying places will be compared (3 counting rounds from the highest score meetings) until one driver has a better qualifying position.
- If this fails to break a tie, the position will be shared.

(g) At all BRCA Championship meetings, up-to-date championship positions should be displayed. A copy of the BRCA rules must be available.

9.2 Multiple championships to be run:

a) Pro National Championship - Outdoor

- 'Super Touring' for brushless 10.5T+ motors with maximum of 7.4V nominal voltage LiPo battery.

Three divisions/formulas within each class.

Calendar to be set by the BRCA committee.

Entry fee £20 per meeting

b) Clubman's National Championship - Outdoor

- '10.5' for brushless 10.5T motor with maximum of 7.4V nominal voltage LiPo battery with Blinky ESC.

- '13.5' for 13.5T Brushless motors with maximum of 7.4V nominal voltage LiPo battery with open ESC.

- '17.5' for brushless 17.5T motor with maximum of 7.4V nominal voltage LiPo battery with Blinky ESC.

A competitor may only enter one class.

Calendar and venues to be set by the BRCA section committee.

Blinky Speed controllers (Blinky ESC) may not be equipped with any form of automatic or programmable timing advance, must be set in the approved mode and must be named in the list of eligible speed Zero-timing Speed Controllers. 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 -The BRCA 10th Committee will provide a list of eligible speed controllers.

Entry fee £10 per meeting

c) WinterNats National Championship - Indoor

'Super Touring' for brushless 10.5T+ motors with maximum of 7.4V nominal voltage LiPo battery.

Calendar and venue to be set by the BRCA section committee.

Entry Fee £20

9.3 A Formula system will be run during the Touring Car Championship.

9.4 A Juniors Championship to be run within the current championships. Drivers will be fighting for the Junior National championship and scoring points similar to the Formula rating system. Juniors will race with all other drivers and score normal championship points for the overall title and separate points for the Juniors Championship. Two Age groups will be run : Under 13 and Under 17. Drivers who are the maximum age of the class on the 1-10-(year of championship) will not be eligible for that age group. Example if you are 18 at the start of the championship you will not be a Junior. If you are 15 at the start of the championship you will be in the Under 17 class.

9.5 Only bona fide clubs affiliated to the BRCA may be awarded a round of the National Series. If required, as proof of club status, minutes of an AGM showing a vote has been taken to establish a committee will be sufficient.

9.6 The National Championship to consist of five x two day meetings. These meetings will have a maximum entry limit of 13 heats. Three sets of slick tyres to be allowed per competitor, and two set of treaded tyres. Round by round qualifying with three scores out of five, and best two from three finals to count. Points scored for overall final results.

Friday: Track Closed

Saturday: 3 x Practice rounds, Drivers Briefing, 3 x Qualifying Rounds

Sunday: 1 x Practice round, 2 x Qualifying Rounds, 3 x finals

9.7 Venues for the National championship to be voted for at the section AGM. Calendar will be set after AGM once dates for other sections/EFRA have published dates.

9.8 An annual National constructor's trophy will be awarded. Teams of 4 drivers must be nominated before the first meeting, best three scores from that team to count from each meeting.

9.9 The Winter National Championship (WinterNats) to consist of one x two day meeting. This meeting will have a maximum entry limit of 102 drivers and crown the BRCA WinterNats Champion. Venue/Date to be decided by the BRCA committee. Indoors only. To be run between November – February. Class: 'Super Touring' for brushless 10.5T+ motors with maximum of 7.4V nominal voltage LiPo battery

Tyres will be chosen by the BRCA section committee.

3 rounds of FTD qualifying. Top 32 drivers after 3 rounds enter Reedy Race format with 8 car finals, 8 finals each. Drivers should not face each other twice. Remaining 70 drivers have 5 qualifying, round by round, runs followed by 3 finals for all. Best two from three finals to count. Points scored for overall final results.

Friday: Track Closed

Saturday: Drivers briefing 3 x FTD Qualifying rounds, 2 x Races for Reedy class, 2 x Qualifying rounds for others

Sunday: 6 x Reedy Races, 3 x Qualifying Rounds, 3 x finals

9.10 The Clubman's National Championship to consist of six x one day meetings. These meetings will have a maximum entry limit of 14 heats. Two sets of slick tyres to be allowed per competitor, and one set of treaded tyres. A full set of rules/classes will be made available in January before booking in opens.

Booking in to open 1st February.

FTD Qualifying and two finals to count. Points scored for overall final results.

Friday: Track Closed

Saturday: Practice 10.00 – 17.00

Sunday: 3 x Qualifying Rounds FTD, 2 x finals

Calendar will be set by the BRCA section committee as will venues.

10. RACE ENTRY

10.1 (a) National entries will be accepted via an online central booking process. This will be opened for entries on February 1st of each year. No telephone bookings will be accepted.

(b) Preferential entries will be given for the first ten days only to the drivers who completed the minimum number of counting rounds in the previous years championship. Thereafter entries will be accepted on a first come first served basis.

(c) Details of the circuits, homologation lists, etc. will be available via the BRCA website.

10.2 Entry fee is covered in each championship rule 9.2 a/b/c. All fees must be paid in advance and entries will not be accepted until payment is received. No post-dated cheques will be accepted. No entries will be accepted in the 7-day period before a meeting. Entries will be accepted on a first come first served basis on the day assuming there is space in the timetable published and drivers will be placed in the bottom heat. All monies will be paid into the 1:10 Electric Circuit section account and will be for the use of that section only. On the day entries may be refused.

10.3 Cancellations will be accepted, providing written notice is provided two weeks prior to the event. A 70% refund of the full entry fee will be provided, payable at the end of the championship season. A cancellation made within two weeks of the event will not be eligible for a refund. Any 'no shows' on the day will forfeit their rights for a priority entry for the following season, regardless of how many other events they may have entered.

10.4 No Shows - Any driver not turning up at an event and not notifying the Committee in advance will have their entry withdrawn from the next event they are booked into. The entry will be reinstated on payment of a penalty fine of £10 or on receipt of a satisfactory explanation of the mitigating circumstances - the committee must receive this information eight days before the next event. All drivers must be booked in before the end of practice. Once a driver is booked into a meeting they shall stay in the race computer even if they decide not to race.

11. RACE OFFICIALS

11.1 A BRCA sanctioned event must have the following officials present:

(a) Race Director or Deputy must be present at race control throughout the timed heats and finals.

(b) Technical Officer To check that technical and eligibility rules are upheld.

(c) Timekeeper, who will check that the timing equipment is operational and that all races have started and finished in accordance with the rules.

(d) Referees to be used for all qualifying heats and finals. Referees for each heat and final may be selected by the BRCA committee.

11.2 A Senior BRCA 1:10 Electric Circuit Committee member will be appointed as the BRCA Steward for the meeting, and will have overall authority regarding compliance to the rules and regulations. This Steward may be called upon to resolve any dispute.

11.3 The Referees will monitor driving standards and competitor behaviour. For a first offence the Referee will normally issue a clear warning. Serious or further offences may incur a stop-go penalty, or loss of best score/final time heat. The Referee will clearly announce any penalty and record it on the published results for that heat/final. Three offences in a meeting will mean a driver is disqualified from that meeting.

11.4 A Referees decision is final and may not be protested.

12. INTERNATIONAL CHAMPIONSHIPS

12.1 EFRA/IFMAR team selection will be based on previous championship results, subject to those being eligible having sent the section the amount required to enter that competition (licence and entry fee). If a competitor who is eligible cannot or has not sent the amount by the 1st February, the next eligible person on the list will be asked if they wish to attend. There are no exceptions to this rule. No refunds will be given for deposits paid unless that place can be sold. There will be two wild card entries left open to be selected by the BRCA Committee. The BRCA Committee will select teams.

12.2 If the BRCA has any Official Team Clothing available, all competitors representing the BRCA at any International Event, must wear this Clothing for any Opening Ceremony, after which they can wear any other suitable clothing of their choice. The TC Section will provide this clothing to any Competitor representing the BRCA TC Team, free of charge.

13. TROPHIES

13.1 Shield to be provided to all entrants racing two or more National meetings. This to provide space for plaques recording finishing position at each meeting.

13.2 The section will fund meeting and end of season trophies.

13.3 Presentation for top 3 in each class at the end of each meeting