

1/10th I.C. Circuit Procedures Rules 2012

1. PROCEDURES

1.1. Races will be called BRCA 1/10th I.C. Circuit

1.2. Where possible four rounds of heats will be run. This will be at the Race Director's discretion. Heats will be of five minutes duration.

1.3. Heats will be started using a rolling, staggered start.

1.4. Cars are assumed to be running before the start in the 'warm-up' period between heats. The drivers will be warned of the start of the race 1 minute and again 30 seconds before the start.

1.5 A car's race time will start the first time that car crosses the timing loop after the start has been signaled. The car's race time must only be started by the car's transponder unless it has not completed a full lap when the race time clock is at 30 seconds, at which point all un-started clocks will start.

1.6. After failure to make the start or on any re-starts during a heat the car must enter the track from the pit lane exit.

1.7. Heats in qualifying will comprise 10 cars where possible. If this produces a 'first heat' with so few cars that marshal provision for the next race is impractical, all heats will be adjusted in size so as to produce an even number of cars in all heats.

1.4 SERIES POINTS

1.4.1 Finals: The winner of the A Final will receive 100 points, 2nd place in the A Final will receive 99 points and so on down to 10th place in the J final who will receive 1 point. All further drivers will receive 1 point. Only drivers who complete at least one lap will be awarded their points for the Final.

1.4.2 The driver who achieves the fastest time in qualifying (FTD) will be awarded one extra point.

1.4.3 In the event of a points tie, the winner will be decided on count back. The competitor with the most event wins will be victorious, if this leaves them still tied, the competitors' highest points scores will be compared, then the next highest, then the next etc. until one competitor emerges with a better result. If all results are identical a tie will be declared.

1.12. FINALS

1.13. Echelon or Grid starts will be used for all finals in BRCA 1/10th IC Circuit events.

1.14. Finals in all classes will be A-Z type format with qualifying by FTQ.

1.15. A Final will be 30-minute duration.

1.16. All other finals will be 20-minute duration.

1.17. Cars must cross the finishing line under their own power to be counted.

1.18. Note. The duration of the finals may be subject to variation on the day as decided by the committee members in attendance.

1.19. In addition to Drivers and Marshals, all Mechanics must have a current BRCA License.

1.20. In wet weather conditions the meeting will continue as normal and will not be cancelled unless extreme problems arise.

1.21. All cars are to join the circuit from the Pit Lane at all times, except for the start of the final, which will be from the designated starting grid. Should a car leave the circuit for any reason, and rejoin the track in such a way as to gain an advantage, the competitor will receive a 'stop and go' penalty at the Race Official's discretion.

1.22. All cars must be re-fuelled behind the Pit Lane Board during Qualifying and Finals at all circuits.

2. SAFETY

1.4. All Motor Sport, even Model Car Racing, is potentially dangerous. Competitors MUST consider the safety of Marshals, Spectators, and other drivers at all times. Pay particular attention to the presence of Marshals and pitmen within the track area, particularly during warm-up before the start of a qualifying heat or final.

1.5. Marshals must consider their own safety above the need to retrieve a stranded car. Do not step out into the track without checking it is clear. Take great care when moving to or from your Marshal point between heats. Stay behind any protective shields/fencing provided at your Marshal point unless you need to marshal a car.

2.3. Competitors must take note of safety announcements from the Race Director during the drivers briefing and at other times. Race Control will attempt to warn you if marshals are on the track, but be alert at all times to the possible presence of marshals on the racing line.

2.4. The Race Director or the Safety Officer will stop all racing if lightning is seen in the area. Racing will be suspended until such time that the Safety Officer gives clearance to continue. Any part completed races will be re-run at the discretion of the Race Director.

2.5. Under no circumstances will anyone under the age of 16 years old be allowed into the track area, with the exception of the Pit Lane. Any driver under 16, who has entered the race meeting, MUST provide a substitute marshal. If a driver cannot provide a substitute marshal, then they must report it to the race organiser/Steward

3. GENERAL

3.1. All interference claims and any protests must be referred to the Steward. The Race Director, in consultation with the Steward will agree any subsequent action. All direct approaches to the Race Director or Timekeeper will be ignored.

3.2. Any driver claiming interference must switch off and see the Steward WHILE THE RACE IS STILL IN PROGRESS.

The Steward will use the following guidelines.

To ensure continuity no qualifying heat will be stopped unless the Steward is satisfied that two or more drivers have detectable interference.

The Steward will aim to provide each competitor with TWO heats free from extraneous interference.

The Steward will check interference possibilities with all drivers before the start of Finals and these races will not be stopped unless the Steward and the Race Director are satisfied that on site interference is occurring. A driver claiming interference must switch off and report to the Steward immediately.

3.3. At the discretion of the Race Director, any competitor found with equipment causing on site interference will be disqualified.

3.4. The Steward and Race Director will also monitor driving standards and competitors behavior. They have the following penalties for use at their discretion; 1 A Verbal warning which will be announced over the PA. 2 Stop and go penalty (in the stop go box), 3 A 5 second Stop and go (in the stop go box), 4 A one lap penalty and or disqualification. A fifth offence the Steward or Race Director will disqualify the driver from the days racing. The Steward or Race Director may disqualify without warning where they considers the infringement or misbehavior

to warrant such a penalty. As a guide line to the drivers the following driving standards are expected: Slower cars are to give way to the faster cars and drivers of the slower cars should call his attention while moving off line. Any deliberate collisions from behind with an on line car at a corner (T-BONING) will be regarded as unacceptable practice.

3.5. Any driver not fulfilling their marshalling obligation during qualifying will be penalised by loss of fastest time of the day. Drivers, who fail to marshal their Final without notifying the Race Director, will lose their highest score for the series for the current year. Drivers must arrange for a BRCA licensed member who is a competent person as a substitute if they are unable to marshal for any reason.

3.6. Unless the Race Director considers special needs apply:

3.7. Drivers to marshal the heat following the one in which they raced, except last heat drivers who marshal heat one.

3.8. Drivers of the Last final will marshal for the first final.

3.9. All other finalists will marshal the final following the one in which they have raced.

3.10. Marshals are to retrieve inoperative cars from the track and leave them for collection by the mechanics only. Where a car stops on the infield then the marshal is to retrieve the car and place it on the outside of the track at the nearest point without crossing the track as appropriate.

3.11. Mechanics are only allowed to retrieve their cars from the track by walking around the track to the appropriate marshal point. They are not allowed to cross over the track when the race is in progress or during warm up. If a car stops inside the track the marshals will be the only people allowed to retrieve the car and place it on the nearest point on the external part of the track. Any mechanics found crossing the track will have their driver appropriately penalised as felt fit by the Race Director.

3.12. Only one mechanic per car, plus the driver, is allowed to attend the car in the pit lane at anytime. More than one mechanic will cause the driver to lose their fastest time of the day, or receive last place points in their final. Repeated offences will cause the driver to be disqualified from the day's meeting. The only other people allowed in the pits will be officials and BRCA 1/10 IC committee members.

3.13. Where a driver wishes to appeal against a decision made against them, they alone must appeal to the Race Steward within 10 minutes of the end of the last final. An adult may represent any driver under the age of 16. The committee's decision on the day will be final.

3.14. At the completion of each race, a random selection of cars may be scrutineered to check their compliance with the construction rules.

3.15. A BRCA Section Officer or the Race Steward may inspect any entrant's car at any appropriate time to cover any or all, applicable specifications. It is the driver's responsibility to make sure his/her car is within the specifications at all times.

3.16. Rules must be applied as they are printed in the BRCA Handbook. Where a Section Rule conflicts with BRCA General Rules, the section rule will be removed from the regulations.

3.17. Upto two drivers per heat to do scrutineering and not marshal the next heat after their race. No driver under sixteen to do this task. These Drivers cannot fail a car but must call the Chief Scrutineer or a BRCA Official to make sure the car has failed.

4. RACE ENTRIES

4.2. Post dated cheques are not considered to be 'payment in advance'.

4.3. Entries can be submitted by post using the form that will be available on the BRCA Website,

or by email or telephone to the Officer responsible for entries, up to 21:00 hrs on the Thursday preceding each event. No entries will be accepted after 'Drivers Briefing' has been called.

4.4. Any entries received after 21:00 on the Thursday preceding each event will be considered 'on the day' entries and will only be accepted if space is available. 'On the day' entries will incur a £2 surcharge.

4.5. The Committee has the authority to amend any rule during the season if circumstances indicate that the rule is detrimental to the section, with the agreement of the majority of the drivers.

5. INTERNATIONAL TEAM SELECTION

5.1. The British team for future European or World Championships is to be selected by the committee. Preference will be given to drivers who have competed in the national series from the previous year.

6. RADIO CONTROL EQUIPMENT

6.1 It is the responsibility of ALL drivers to ensure that their equipment does not cause interference to others.

6.2 Drivers must be able to provide a total of at least four alternative frequencies and they must be legal as specified in the BRCA handbook.

6.3 Under no circumstances shall a transmitter be taken on to the track.

6.4 The Race Director must approve all frequency changes.

6.5 Where frequencies conflict in the finals, the fastest qualifier shall choose providing it is possible for the slower qualifiers to change to the available frequency.