

SECTION:

RULE No:

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	I Billett	Name	A Mollett
Signature	<i>I Billett</i>	Signature	<i>A Mollett</i>
BRCA No.	6562	BRCA No.	2579

The exact wording of the rule after your proposal has been approved would be:

**Relocate any orphaned rule to correct section and amend any rules or items that conflict with any subsequent rule changes and amendments accepted by this AGM**

For example there is a rule in Electric Construction and Operation Rules that is actually race procedure matter.

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

General house keeping. We accept that sometimes an AGM changes a rule but does not always notice that this leaves other rules conflicting. This may not always be noticed until the rule changes are proof read at a later date.

SECTION: 8<sup>th</sup> Circuit

RULE No: 1.7.1

The proposed rule\*....  ...is New...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Ian Billett	Name	Andrew Mollett
Signature	I Billett	Signature	A Mollett
BRCA No.	6562	BRCA No.	2579
e-mail address			

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

Qualifying heats for Electric heats to be 6 x Minutes in duration, 2 x 6 Minute Finals with 2 to count

#### **Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

The latest generation cars are designed around significantly smaller (shorty) Lipo battery packs. The reduction in final duration will combat excessive discharge and postential for battery failure.

The qualifying time being increased to optimise running for the shorter final duration.

Implementation as previously, as timing system will permit different length qualifying in same meeting.



A

**AGM - RULE PROPOSAL**

Page:  of:

Use only 1 (one) page per proposal, please mark the total number of pages you send

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\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Ian Billett	Name	Andrew Mollett
Signature	I Billett	Signature	A Mollett
BRCA No.	6562	BRCA No.	2579
e-mail address			

The exact wording of the rule after your proposal has been approved would be:  
**(Please ensure any deletions or amendments are highlighted in bold text.)**

---

Qualification for finals will be taken from the driver's best two qualifying results (FTQ).

---

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

Formalising the currently race procedure allows for both round by round FTQ or fastest run FTD qualifying into a single format.

FTQ compensates for variable track conditions.

# AGM - RULE PROPOSAL

SECTION: 1/8 IC

RULE No: 2.3.2

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Craig Fisher	Name	Lee Palmer
Signature		Signature	
BRCA No.	9443	BRCA No.	153069
e-mail address	Craig.fisher@uib.co.uk		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

All heats will be of 5 minutes duration plus time to complete the last lap

Change To

All heats will be of **4** minutes duration plus time to complete the last lap

---

**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

This will keep the BRCA rules in line with EFRA, and ENS from 2019.

# AGM - RULE PROPOSAL

U

SECTION: 1/8 IC

RULE No: 1.3.1

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
<b>Name</b>	Craig Fisher	<b>Name</b>	Lee Palmer
<b>Signature</b>		<b>Signature</b>	
<b>BRCA No.</b>	9443	<b>BRCA No.</b>	153069
<b>e-mail address</b>	Craig.fisher@uib.co.uk		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

---

The maximum percentage of nitro allowed in fuels is 16% by volume .....

Change To

The maximum percentage of nitro allowed in fuels is 25% by volume .....

---

**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

---

This will keep the BRCA rules in line with EFRA, and ENS from 2019 when 25% nitro will be the norm. The wording is key here "maximum" must be articulated as racers may wish to stay with 16%.

Secondly the use of 25% will allow the engines to run cooler thus improving life and reliability of the power unit.

# AGM - RULE PROPOSAL

SECTION: 1/8 Circuit

RULE No: 1.3.1

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Tim Wood	Name	Nicola Wood
Signature	T Wood	Signature	N Wood
BRCA No.	1577	BRCA No.	180873
e-mail address	Woodchop_2000@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:  
***(Please ensure any deletions or amendments are highlighted in bold text.)***

---

The maximum % of nitro allowed in fuels is to be in line with the EFRA nitro content rule. This is to be measured using the nitromax instrument in accordance with the nitromax instructions. The maximum % should be confirmed by the committee within 1 month of the EFRA AGM.

---

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

This will ensure that all engines are run to the specification which engine manufacturers will be producing to, ensuring longevity and correct usage of the products.

# AGM - RULE PROPOSAL

SECTION: 1/8 Circuit Electric

RULE No: 1.6.1

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Craig Nutting
Signature		Signature	
BRCA No.	153069	BRCA No.	17000
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

**Current 1.6.1** Only BodysHELLs from the approved BRCA 8<sup>th</sup> circuit list may be used. The bodysHELL must have an EFRA number moulded into it.

Replace with

**Proposed** BodysHELLs from the approved BRCA 8<sup>th</sup> circuit list may be used. The bodysHELL should be commercially available and **may** have an EFRA number moulded into it.

---

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

As the class is still quite new and bodysHELL manufactures begin to release new bodies specific for the 1/8 electric class the BRCA should have the option to sanction and add new bodies to its list that are coming to the market that are specifically designed for the class that may have not been EFRA approved.

# AGM - RULE PROPOSAL

SECTION: 1/8 Circuit Electric

RULE No: 1.7.1

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Michael Walton
Signature		Signature	
BRCA No.	153069	BRCA No.	1126
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:  
***(Please ensure any deletions or amendments are highlighted in bold text.)***

**Current 1.7.1 sits under the “Bodies” section This is not the correct section**

Delete and Replace with this a new section 1.8 “qualifying and Race Procedure”

**Proposed**

1.8.1 Number of cars per qualifying heat where possible should not be more than 7 cars

1.8.2 Cars will be started from an agreed start line with a minimum 1 second gap between each competitor. (Flag / called number Start)

1.8.3 Subsequent heats will start in FTD order.

1.8.4 Duration of each qualifying heat will be 5 minutes + completion of last lap

1.8.4 Qualification for finals will be sorted on the round by round system.

1.8.5 Finals will be in A, B, C etc. format

1.8.6 Finals will consist of 10 cars per final where possible, the race director may alter the number of drivers per final where appropriate.

1.8.7 Finals will be a grid start specified by the race director

1.8.8 Finals will be run in a 2 best from 3 format

1.8.9 Finals will be 5 minutes in duration + completion of last lap

1.8.10 Competitors will be allowed 1 warm up lap prior to each run.



**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

The duration currently used is causing issues with cars on the limit of dumping which is a safety risk where LIPOs are concerned. Reducing the run time will allow racers to be confident of making the duration without damaging the LIPO's.

There is also a move to run Shorty packs that don't have the capacity of the larger cells.

As for the format the flag start / called numbers will help with the qualification runs with a lower number of cars and better spacing for this section.

Having three finals the total duration is the same as we currently have but it does allow for a racing incident not to ruin a competitor's weekend.

Suggested timings for 3 finals

Electric finals to start the "finals section" 2<sup>nd</sup> electric finals to be run after the first two nitro finals and the last round after the last nitro final.

# AGM - RULE PROPOSAL

SECTION: 1/8 Circuit

RULE No: 2.6.6

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Craig Fisher
Signature		Signature	
BRCA No.	153069	BRCA No.	9443
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:

*(Please ensure any deletions or amendments are highlighted in bold text.)*

**Current** 2.6.6 if a joint 8<sup>th</sup> and 10<sup>th</sup> or two day GP style meeting is held the meeting **will** form part of the championship.

**Proposed** 2.6.6 if a joint 8<sup>th</sup> and 10<sup>th</sup> or two day GP style meeting is held the meeting **MAY** form part of the championship.

**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

The GP meetings should be a standalone meeting and run in its own right where formats and race procedures may alter to try different race options, processes and procedures. The replacement of **will** to **may** will give the flexibility to try new things without a detrimental impact on the National championship.

# AGM - RULE PROPOSAL

SECTION: 1/8 Circuit Electric

RULE No: 1.2.1

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Craig Nutting
Signature		Signature	
BRCA No.	153069	BRCA No.	17000
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

**Current** Batteries to be commercially available hard cased Lithium Polymer .....

Delete and replace with

**Proposed** Batteries to conform to the current BRCA Electric Board battery list up to a maximum of 4 cells.

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

This is to bring the 1/8 electric section in line with other BRCA Electric sections and assure conformity and safety

# AGM - RULE PROPOSAL

SECTION: 1/8 Circuit

RULE No: 2.5.x

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Craig Fisher
Signature		Signature	
BRCA No.	153069	BRCA No.	9443
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

**Number of Competitors per Qualifying Heat**

Where possible the qualifying heats will have a maximum of 7 cars and a minimum of 5 cars.

**Finals will consist of 10 cars**

---

**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

A reduction of cars in qualifying will help on track congestion and reduce the number of "racing incidents" that occur during qualifying.



## AGM - RULE PROPOSAL

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SECTION: 1/8 Circuit

RULE No: 2.8.6

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Craig Fisher
Signature		Signature	
BRCA No.	153069	BRCA No.	9443
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:  
***(Please ensure any deletions or amendments are highlighted in bold text.)***

---

**Current** 2.8.6 In the championship will consist of 9 rounds with 5 to count

**Proposed** 2.8.6 The championship will run from May to September , consist of 6 rounds with 5 to count

---

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

The current format is too long with too many counting rounds. The intention is maximise the summer months and increase entries to a smaller amount of rounds. This change should be noted in conjunction with proposal for change to 2.6.6 GP. So the actual race reduction is from 9 to 7 and also the introduction of the RNS discussion.



## AGM - RULE PROPOSAL

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SECTION: 8<sup>th</sup> Circuit

RULE No:  

The proposed rule\*...  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Mike Manning	Name	Chris Snell
Signature		Signature	
BRCA No.	3293	BRCA No.	
e-mail address	mikemanning1@me.com		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

**I propose that after this season of allowing the use of additives (at the driver's discretion) that we ALLOW the continued use for the coming 2019 season**

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

*Part 1: This season has seen the silent (?) accusations, from the last few years, of "Are they using additive" disappear. After some initial negativity acceptance seems to have become widespread. In my opinion tyre wear has been lower.*

*Part 2: I feel would be FAR easier to police additive types than it has ever been to police it's actual use!*Part 1: This season has seen the silent (?) accusations, from the last few years, of "Are they using additive" disappear. After some initial negativity acceptance seems to have become widespread. In my opinion tyre wear has been lower.

I feel it would be FAR easier to police additive types than it has ever been to police it's actual use.....which in most cases has been impossible!



**AGM - RULE PROPOSAL**

Page:  of:

SECTION:

RULE No:

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Mike Manning	Name	Chris Snell
Signature		Signature	
BRCA No.	3293	BRCA No.	
e-mail address	mikemanning1@me.com		

The exact wording of the rule after your proposal has been approved would be:  
*(Please ensure any deletions or amendments are highlighted in bold text.)*

**I propose that we make NO changes to the BRCA 1/8<sup>th</sup> 16% fuel regulations for the upcoming 2019 season**

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

Apparently EFRA has proposed, or maybe even allowed by now, the use of 25% nitro fuel to be used *at the driver's discretion*.  
 On a personal basis I see this as a genuine retrograde step. Many manufacturers now supply their motors with squish (button) heads designed for 16% nitro content fuel therefore changing back to 25% would require...for reliability reasons amongst others.... a return to squish/button heads to be replaced.  
 It would also place an extra costing for the competitor.  
 It would just cause more confusion for competitors, especially newcomers to our sport and it might well create a possible 'well they only beat me because they are using 25% fuel' situation.

<b>AGM - RULE PROPOSAL</b>	Page: <b>15</b>	of: <b>28</b>
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SECTION:

RULE No:

The proposed rule\*....  ...is New

...should be:  deleted  # amended



\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Matthieu Dambrine	Name	Franck Dambrine
Signature	M. Dambrine	Signature	F. Dambrine
BRCA No.	152071	BRCA No.	20784
e-mail address	sf.dambrine@talktalk.net		

<p>The exact wording of the rule after your proposal has been approved would be:</p> <p><b><i>(Please ensure any deletions or amendments are highlighted in bold text.)</i></b></p>
<p>Duration of finals: - A final = 30 minutes, <b>B final = 25 minutes</b>, C to Z finals = 20 minutes. British Open finals may be changed if required.</p>
<p><b>Description</b></p> <p><i>(It would help if you could add a brief description of the thinking behind your proposal below)</i></p>
<p>More track time would be an incentive for drivers, would raise the profile of the B final and would bring a new element of competition. It would only add 5 minutes to the day.</p>





## AGM - RULE PROPOSAL

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SECTION: 1/8 Circuit Nitro

RULE No: 2.8.1

The proposed rule\*...  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	John Carr	Name	Nicola Wood
Signature	J Carr	Signature	N Wood
BRCA No.	473	BRCA No.	180873
e-mail address	Woodchop_2000@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

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:- 1<sup>st</sup> place in the A final = **101 points**, 2<sup>nd</sup> place = 99 points, 3<sup>rd</sup> place = 98 points and so on down to last place in the A final = 91 points. 1<sup>st</sup> place in the B final = 90 points, down to last place in the B final = 81 points, and so on from C-Z finals. 1 extra point will be given for Top Qualifier (TQ).

**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

The winner of the overall championship can be won by an individual who has only won one race - ie 1 win and TQ, with 4 TQ and 2<sup>nd</sup> places = 501 points, but another individual could win 4 races, and finish 2<sup>nd</sup> at one race and only get 499 points. Emphasis **should always be placed** on the winning of a race, not a 5 minute qualifying run to determine any national championship. Currently 2 people could leave a race meetings tied on 100 points each.



## AGM - RULE PROPOSAL

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SECTION: 1/8 Circuit Nitro

RULE No: 2.5.1

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Nicola Wood	Name	John Carr
Signature	N Wood	Signature	J Carr
BRCA No.	180873	BRCA No.	473
e-mail address	Woodchop_2000@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

  
  

Starting for qualifying heats will be from the start line or pit lane, using the staggered start system (one by one). In each Round, the order of starting Heats will be as follows:

Round 1-- 1,2,3,4,5,6,7,8,9,10  
 Round 2-- 4,5,6,7,8,9,10,1,2,3  
 Round 3-- 7,8,9,10,1,2,3,4,5,6  
 Round 4-- 10,9,8,7,6,5,4,3,2,1

If there are less than 10 cars per heat the order above should be adjusted to suit the number of cars ie,

Round 1-- 1,2,3,4,5,6,7,8  
 Round 2-- 3,4,5,6,7,8,1,2  
 Round 3-- 5,6,7,8,1,2,3,4  
 Round 4-- 7,8,1,2,3,4,5,6

  
  

**Description**

Rolling starts as some tracks means that the engines are racing on one tank of fuel for 5 minutes 30 seconds. Engines are being designed to run 4 minutes 30 seconds to meeting EFRA and IFMAR qualification rules. By running for this length of time we are asking our engines to run an additional 22% more than they are designed to cope with. This means leaning of engines to make run time, resulting in premature failure leading to increased cost for the drivers.



## AGM - RULE PROPOSAL

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SECTION: 1/8 Circuit

RULE No: 2.6.2

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Tim Wood	Name	John Carr
Signature	T Wood	Signature	J Carr
BRCA No.	1577	BRCA No.	473
e-mail address	Woodchop_2000@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:  
***(Please ensure any deletions or amendments are highlighted in bold text.)***

---

There **Will** be a minimum 10 minute break between all finals.

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

Many mechanics and drivers are both pitting and driving in more than one heat or final. To ensure everyone has a fair chance to prepare their car/pit crew etc a reasonable break between finals to ensure adequate safety of all involved. This allows somebody pitting in the B final and then in the A final in 30 degrees heat sufficient time to rehydrate and comfort break. A driver is also not penalised for mechanicing for someone in the final before his/her own. This also provides adequate time for electric drivers to charge batteries particularly where there is a low entry. The 10 minute break has successfully been used in 2018, with positive feedback from the drivers and a more pleasant meeting for all. Formalisation of rule only.



## AGM - RULE PROPOSAL

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SECTION: 1/8 Circuit

RULE No:  

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Tim Wood	Name	John Carr
Signature	T Wood	Signature	J Carr
BRCA No.	1577	BRCA No.	473
e-mail address	Woodchop_2000@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

Delayed start: Providing the starter has not called the cars to the start line, any participant of a final may request a delay of 5 minutes to carry out repairs on his car. This delay can be granted only once for each final. The track remains open during this delay period and there will not be a further warm up period. Any driver asking for a delay will start from last position on the grid or from the pit lane after the running field has passed (if he has not made it to the starting grid in time).

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

People spend a lot of time and money getting to the race meetings, to not have the opportunity to race should their belt fall off or engine fail as an example in warm up. This gives a small amount of time to repair and get running again without a ruined race weekend.



## AGM - RULE PROPOSAL

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SECTION: 1/8 Circuit

RULE No:  

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Tim Wood	Name	Nicola Wood
Signature	T Wood	Signature	N Wood
BRCA No.	1577	BRCA No.	180873
e-mail address	Woodchop_2000@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

Rankings: When new drivers attend National races, the committee should review the individuals driving status/competence. Lap times from open practise on Saturday can be considered to aid this assessment. Where deemed appropriate the committee can make the decision to place the driver in a more appropriate heat, despite a 1/8 Circuit ranking of 500. This placement will not be in the overall top heat as full competence in the class has not been ascertained. This should only occur for the first 3 meetings until the drivers ranking has been updated to reflect the current ranking rules. Any decision should be updated in the heat listing issued at drivers briefing.

**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

New comers in 1/8 during this year and previous years have been placed in the bottom heat (including European and World Champions in other claseses). This is unfair to the existing drivers as well as the newcomer if there is a big speed difference and risks damage to all cars in the heat, as well as jeopardising the lap times of all involved. If the newcomers is involved in a big accident in their first few races, this can deter them from returning to race our class again.



## AGM - RULE PROPOSAL

Page: 21 of: 28

SECTION: 1/8 Circuit

RULE No: New Rule

The proposed rule\*....  **N** ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Roger Doran	Name	Barry Doran
Signature		Signature	
BRCA No.	18543	BRCA No.	19358
e-mail address	roger.doran@komtecltd.com		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

1/8 Final results will be taken for cars still running at the completion of a final.

Cars not running at the completion of a final will be shown as a DNF & will not score championship points

**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

It currently seems that to run for more laps but not finish, is better for competition than racing to the end of a final.

It must be better for both the competitor & spectator to see the results on the road, rather than someone to finish 3rd on the road but be shown to have finished 4th because the 3rd place driver did more laps but failed to finish.



## AGM - RULE PROPOSAL

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Use only 1 (one) page per proposal, please mark the total number of pages you send

SECTION: 1/8 Circuit      RULE No: 2.6.6

The proposed rule\*....  ...is New      ...should be:  deleted     amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Michael Walton	Name	Justin Heath
Signature		Signature	
BRCA No.	1126	BRCA No.	15903
e-mail address	Walton_Michael@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:  
**(Please ensure any deletions or amendments are highlighted in bold text.)**

---

Add in to rule 2.6.6 :-

**For the nitro class the best two in each sub-final will move up to the next final ie top two finishers in the D-final move up to 11<sup>th</sup> and 12<sup>th</sup> in the C-final.**

---

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

To give people a second chance who have had a bad qualifying to progress and race against people of similar pace. Makes lower finals more meaningful. Ensure 10 minute gap between finals and where possible put Electric finals in between to give more preparation time. Drivers bumping up not to marshal straight after final.

# AGM - RULE PROPOSAL

Use only 1 (one) page per proposal, please mark the total number of pages you send

**SECTION:** 1/8 Circuit

**RULE No:** New – Control Tyre

*The proposed rule\*....*  *...is New*

*...should be:*  *deleted*  *amended*

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
<b>Name</b>	Michael Walton	<b>Name</b>	Justin Heath
<b>Signature</b>		<b>Signature</b>	
<b>BRCA No.</b>	1126	<b>BRCA No.</b>	15903
<b>e-mail address</b>	Walton_Michael@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

To be similar to Efra Rule 5.1.1

Definition of Control Tyre: 1 set (front and rear), 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear.

Diameters for 1/8th: 69.0m front and 76.0mm rear Shore hardness for 1/8th: 32 front and 35 Rear

PROCEDURE FOR CONTROL TYRE (specific rules for drivers): - - Only chosen supplier controlled tyres can be used for qualifying and finals (Hand-outs). - Reused tyres will be allowed. - When entering, drivers must order quantity of tyres that they want to use during the Official event: Minimum number of sets to order will be 1 set and maximum of 8 sets. Drivers should purchase own tyres for free practice in advance and not expect a large quantity of additional tyres to be available. When drivers arrive at the track, they will have their Official sets (ordered at time of entering) ready in a specific box in the controlled area. Drivers must pay for sets that they ordered online before the meeting. For extra sets that drivers want to order for the Official Race, a ticket system will be used.

If the hand out tyres have any visible defects (bad gluing, visible damage to tyre or rim) the effected tyre(s) can be exchanged before the official race start by race control. Production tolerance (including shore hardness) will not be considered as a defect. Tyres must be used as they are supplied and will be given out and fitted in the controlled area. (no modifications to the rims, except the hole for the axle, no shore meters can be used to select tyres). - During their race time, drivers can use tyres from their box in the controlled area. After finishing their race time, drivers must leave their tyres in their box and leave the pit area without tyres. If any tyre leaves the pit, it cannot be used in the Official race anymore. - When drivers finish their participation in the event, they can collect their used or unused tyres from the controlled area and keep them. For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of qualifying, drivers have to use the Hand-out tyres - In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.



**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

A control tyre would simplify things for drivers and ensure a level playing for all competing. Additive has given better grip but those with better knowledge still have a key advantage.

It would be a good idea to pay a person to oversee the running of a controlled area where drivers can put tyres in boxes and get a representative from the manufacturer to also play a part in helping at meetings.

Speak to a range of manufacturers to ensure we get a deal that involves them taking payment, helping with organisation, get a competitive price for racers per set, ensure quality of tyres.

# AGM - RULE PROPOSAL

Use only 1 (one) page per proposal, please mark the total number of pages you send

SECTION: 1/8 Circuit      RULE No: 2.8.8

The proposed rule\*....  ...is New      ...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Michael Walton	Name	Justin Heath
Signature		Signature	
BRCA No.	1126	BRCA No.	15903
e-mail address	Walton_Michael@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:

***(Please ensure any deletions or amendments are highlighted in bold text.)***

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. **The 1/8 section will fund the cost for an EFRA licence for any drivers wishing to compete in a European or World Championship that attended the given number of 1/8 circuit BRCA nationals to count the previous year.**

---

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

Drivers who support the series and want to race in Euros or Worlds should be supported to move up to the next level, by racing abroad it brings in further sponsorship to drivers and increases the competitiveness of drivers in UK. Other European federations are providing this support.

# AGM - RULE PROPOSAL

Use only 1 (one) page per proposal, please mark the total number of pages you send

SECTION: 1/8 Circuit      RULE No: 2.3.1 -2.3.2 race procedure

The proposed rule\*....  ...is New      ...should be:  deleted     amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Michael Walton	Name	Lee Palmer
Signature		Signature	
BRCA No.	1126	BRCA No.	153069
e-mail address	Walton_Michael@yahoo.com		

The exact wording of the rule after your proposal has been approved would be:  
**(Please ensure any deletions or amendments are highlighted in bold text.)**

**2.3.1 Practice Saturday: 9am – 3pm organised free practice (split entry into half ie ranking below 150 and above to make two groups) alternate track time between groups at 30min intervals.**

**The meeting will have a pre-defined timetable. I.E -drivers briefing before any engine running, organised practice in heat order and no lunchtime practice. Electric practice may start earlier as noise restrictions may not apply.**

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

**Qualifying format for Championship: 6 Rounds of Qualifying will be run(Best 2 to count)two on Saturday and the rest on Sunday, irrespective of the number of drivers. Qualifying is 4 minutes + last lap, Electric class may differ. A point system will be used to establish the qualifying result. Tied positions within a round will receive equal points. The points for subsequent positions will be displaced by the number of tied drivers involved. A driver’s best 2 scores will be added to give a qualifying position; ties will be eliminated firstly by using discard points and secondly, by use of the fastest overall time.**

**Description**  
*(It would help if you could add a brief description of the thinking behind your proposal below)*

To stop track conditions producing a rocket round where the track is at its best at only one point during the day either due to grip changes, rain or temperature change so it becomes a one round shootout to determine your weekend/final position. This means drivers have to be more consistent as well as quick.

To include Saturday as part of qualifying if people wish to use the extra two rounds as many people are saying Saturday needs to have more relevance to the meeting.

# AGM - RULE PROPOSAL

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SECTION: 1/8 Circuit                      RULE No: 2.3.X

The proposed rule\*....  ...is New                      ...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Craig Fisher
Signature		Signature	
BRCA No.	153069	BRCA No.	9443
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:

*(Please ensure any deletions or amendments are highlighted in bold text.)*

**Provisional heats will be published prior to the race meeting. These heats are subject to change prior the event starting based on late entries, or withdrawals. At the discretion of committee consideration will be given to practise laps times achieved by drivers on either Saturday or Sunday of the race weekend to ensure they are entered into the appropriate heat for their ability.**

**Final Heat listing will be issued after race day practise.**

**Description**

*(It would help if you could add a brief description of the thinking behind your proposal below)*

During the year we have had several instances of drivers being in the incorrect heat for their ability. This causes issues during the heat where the spread of ability to too great and the drivers are compromised where the quicker drivers are trying to pass the slower drivers and the slower drivers are trying to get out of the way of the quicker cars.



# AGM - RULE PROPOSAL

Page:  of:

Use only 1 (one) page per proposal, please mark the total number of pages you send

SECTION:

RULE No:

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Craig Fisher
Signature		Signature	
BRCA No.	153069	BRCA No.	9443
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:

*(Please ensure any deletions or amendments are highlighted in bold text.)*

## 2.10 Ranking

The formula for calculations of the Ranking system should be inserted into this clause as it can't be found in the handbook or on the web site.

## Description

*(It would help if you could add a brief description of the thinking behind your proposal below)*

For the purpose of transparency the Formula calculations should be published.

# AGM - RULE PROPOSAL

Page:  of:

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SECTION:

RULE No:

The proposed rule\*....  ...is New

...should be:  deleted  amended

\* Tick which is appropriate

PROPOSED BY:		SECONDED BY:	
Name	Lee Palmer	Name	Craig Fisher
Signature		Signature	
BRCA No.	153069	BRCA No.	9443
e-mail address	lee@palmerathome.co.uk		

The exact wording of the rule after your proposal has been approved would be:

*(Please ensure any deletions or amendments are highlighted in bold text.)*

**2.3.9 Racing commences 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.**

Amend to

**2.3.9 Racing commences at the start of the day. The race or heat programme may be stopped, delayed or amended due to changes in the weather. This decision will be taken by the Designated Official(s) and drivers representative of that day.**

## Description

*(It would help if you could add a brief description of the thinking behind your proposal below)*

We have had situation this year where a 30 minute delay meant that the track could dry and therefore enhance the racing experience. We have also had to have the scheduled changed (removal of practice for example) This amendment will allow the race officials to make these adjustments without contravening the rule.



