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BRCA Truggy Rules 2009

1/8TH TRUGGY RULES - 2009

1. AIMS

To provide a fun and relaxing uniform format for 1/8th Truggy and Stadium off-road racing trucks, in an Open National format. The intention is to encompass all commercially available 1/8th Truggys, yet still encourage invention and innovation with the aim of developing the hobby by allowing one-off home constructed cars, and modifications of kit products.

2. TECHNICAL SPECIFICATION

A: Dimensions

[a] Overall length 585mm maximum, 400mm minimum

[b] Overall width 450mm maximum, 270mm minimum

[c] It is the responsibility of the driver to ensure that his car complies with the regulations at all times that it is on the track. Race Organisers may check any car for compliance with the regulations at any time during a race meeting.

[d] At the end of each qualification heat, cars may at random be required to be taken to scrutinising.

B: Engines

[a] Only internal combustion engines with a minimum capacity of 3.5 cubic centimetres are allowed, there is no upper limit.

[b] A fuel tank capacity of 155 cubic centimetres maximum.

[c] All silencers are to point downwards, i.e. anywhere below the horizontal, any exhaust is permitted but the section recommends that all racers when purchasing new equipment should purchase an EFRA homologated stamped exhaust as it is likely at the 2009 AGM these may be proposed as mandatory.

C: Tyres

[a] Tyres can be any colour, or any mix of colours. Invisible tyres are not permitted.

[b] Tyres must be commercially available.

[c] Rallycross wheels and tyres are NOT permitted.

D: Wings

A wing of maximum overall size 230mm x 100mm may be fitted.

E: Chassis

Truggys will have three differentials above the chassis line.

3. APPEARANCE

[a] Cars shall be a reasonable representation of the style of truck used for off-road, desert or trial racing.

[b] Bodysells should cover the entire chassis and exhaust pipe of the truck. **Shock towers should not be exposed.**

[c] Openings may be cut in the shell to allow access to fuel filler, exhaust exit, switch and engine adjustments. Clearance around such items shall be kept to a minimum.

4. RADIO CONTROL EQUIPMENT

[a] It is the responsibility of all drivers to ensure that their equipment does not cause interference to others, and that their receiver is not faulty.

[b] Only BRCA approved frequencies are to be used.

[c] On the day of the meeting, drivers must be able to provide three crystal choices that have been agreed with the Entry Secretary via the Championship Registration Form, or any subsequent alterations that have been agreed.

[d] Flags shall not be used on aials during races.

[e] All frequency changes must be approved by Race Control.

[f] Telemetry systems are permitted.

5. ENTRANCE REQUIREMENTS

Full Entrance details for 2009 will be made available at www.uktruggopro.com on 10th January 2009.

6. OFFICIALS

The Meeting Organiser will appoint the following officials who must be BRCA members familiar with all aspects of the Association Rules:

[a] A Race Director who controls all racing and is responsible for the smooth running of the meeting. Specifically the Race Director controls, in conjunction with the committee, the maintenance of the circuit, safety, marshal positioning, manning and substitution and start procedures and delivers the Driver's Briefing.

[b] A Scrutiniser who may inspect cars at random throughout the meeting.

[c] If, in the event of a decision being required which is not met by the existing rules as stated in the Sectional Handbook, the majority of the Committee present at the meeting shall be able to make a decision [or interpret on existing rules to make a decision] and that decision shall stand. [Minimum three Committee Members present.]

7. DRIVERS-BRIEFING

A Drivers' Briefing will be held at around 8:30 a.m. prior to the start of qualification. The Race Officials should be introduced to all competitors, The Race Director will give a drivers' briefing.

8. TRANSPONDERS AND LAP COUNTING

[a] All competitors are to provide and use personal AMB compatible transponders. It is the drivers responsibility to ensure that the transponder is attached to the car for practice, qualifying and finals, and that it is the same as that entered on the Championship Registration Form (or subsequent written notification where changed). It is the drivers' responsibility to ensure that the transponder is working at all times during a race. Any replacement changes that need to be made to the transponder used by a competitor have to be notified to Race Control, in advance of that transponder being used.

[b] It is the driver's responsibility to ensure that his/her car and its transponder pass across the timing line supporting the computer aerial for each lap of the track completed. The car must actually cross the timing line between the track markings to have been deemed to complete the lap. If any parts, such as carbon fibre stone guards are fitted, it is the driver's responsibility to ensure they do not interfere with the lap timing equipment.

9. PRACTICE

There is no practice.

10. QUALIFICATION

[a] Qualifying heats shall be of 5 minute duration with a maximum of 9 heats taking place, with a maximum of 14 cars in a heat.

[b] Heat ranking for round 1 will be based on ability as determined by the committee.

[c] Heat ranking for subsequent rounds will be based on final position of the previous round.

[d] There will be 3 rounds of qualifying heats. Points will be awarded for each round. 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

together to give a qualifying position. Ties will be eliminated firstly by using discard points and secondly, by use of the fastest overall time.

[e] Qualification will be run using a "rolling start". All cars will be released from the pit-lane by the Start Marshal, after Race Control has signalled that the warm up period can commence. Depending on time available the warm up period will last for 2 minutes. Drivers will be notified that there are 2 minutes, 1 minute, 30 seconds and 10 seconds to the start of the 5 minute qualification period. They will be notified when the qualification period has started. The 5 minute qualifying period commences when each car crosses the timing line after the expiration of the warm up period. A car not starting its individual clock within 1 minute after the first car has started will have their five minutes start at the same time as the first driver and be deemed a late starter.

[f] When all cars on the track have completed the lap following the expiry of their individual 5 minute period, Race Control will request that all cars return to the pits. Any car not on the track will be given a split time of the last lap completed.

[g] Drivers and mechanics should wait until the rostrum and pit lane have been vacated before taking up their positions. Radio equipment may be turned on during the prior heat and engines started, as frequency clearance on the prior and following heats should exist.

[h] On completion of their heat, drivers should go immediately to the marshal point of their car number and relieve the existing marshal. Marshals need to be at their posts prior to one minute to the start of the following race. Marshals should not leave until they are relieved.

[i] Marshals should wear high visibility tabards provided. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. should not return cars to the pit lane/mechanic] or at the end of a race should not leave until a replacement arrives.

[j] The highest heat number will marshal heat one and marshals must be in place for Practice. No person under the age of 14 is allowed on the track or in the pit lane, and drivers under-14 are responsible for providing a suitable marshal. Drivers will marshal the appropriate race themselves unless disabled or injured.

[k] At the end of each round, qualifying times and positions will be published.

[l] A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc.

11. FINALS

[a] On completion of all qualifying rounds, the best qualifying times will be placed in order. The best heat time scorer will be No. 1 in the A Final, down to the worst heat time scorer who will run as No. 14 in the bottom Final. Ties will be resolved by using the second fastest qualifying heat time. Finals will be run in single-sided hierarchical format. The top four placed drivers from each final will be promoted up to the next one and fill positions 11, 12, 13 and 14 respectively meaning a total of 14 drivers per final. Each final will run for a minimum of 10 minutes. A minimum of 5 trucks are required to constitute a final, if less than 5 are available the entrants should be promoted to the next final up in order to save time. Promoted drivers are REQUIRED to provide replacement marshals who must be BRCA members. These replacements must check-in at race control before the next race.

[b] Frequency clearance for finals will be limited to those running in a specific final. Where a frequency clash occurs, the lower qualifier will be requested to change.

[c] Le Mans type starts will be used for finals. Numbers will be placed along the whole of the main straight.

[d] Race Control will call 1 minute before the start for 1 mechanic per driver to go to their car's start position on the straight.

[e] Race Control and not the Start Marshal have ultimate say over the start times of each race. When called to the start line by Race Control, the cars must return immediately to their start line mechanic.

[f] When appropriate, Race Control will commence a count down from 10 and the Starter will indicate with a flag each increment. At 3 the starter's flag will be on the ground and Race Control will call 'cars down'. The mechanics must then place the cars on the track. The count continues to zero when Race Control will start the race by an audible sound [e.g. horn] and the Starter will raise his flag. The race is started by the signal from Race Control, not the Starter's flag. The delay of the countdown should be equal, specifically the start delay should NOT be random.

[g] Once the countdown has commenced, no mechanic/car may cross between the start grid and pit lane in either direction until the start is underway and all cars have passed. A car starting from the pit lane may only join the race when all other competitors have passed the pit exit.

[h] Officials may call a restart if they deem it necessary.

[i] The race will be considered complete when all the cars on the track next cross the timing line after the allotted race time has elapsed. The car must actually cross the timing line between the track markings to have been deemed to finish the race. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during the race will lose that lap counted. Other penalties may apply.

[j] Drivers who are promoted may have to make a frequency change.

[k] On completion of their final, drivers not progressing to the next final should go immediately to a marshal point to relieve the existing marshal. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. to return cars to the pit lane] or at the end of a race until a replacement arrives.

[l] Marshals should wear the high visibility tabards provided. The A Finalists will marshal the first final that runs. Marshal Points 1 to 14 will be set out.

No person under the age of 14 is allowed on the track or in the pit lane during finals and drivers under 14 are responsible for providing a suitable marshal.

[m] A maximum of two mechanics per driver will be allowed in the pit lane to assist with repairs, refuelling, etc.

13. RACE INTERRUPTION

[a] If in agreement, the Race Director, Section Chairman and Section Secretary may decide to interrupt a Final due to adverse weather conditions. In the absence of one of these Committee Members, the opinion of another Committee Member should be sought.

[b] If more than half a final has been run and the race has to be stopped, the position at the time of interruption will be the result unless the computer has lost the results.

[c] In the case of a heat being interrupted, the entire heat will be re-run.

[d] The BRCA Committee Members present, together with the Race Director, have the authority to cancel or foreshorten the meeting at their discretion. If a meeting has to be

foreshortened and at least one round of qualifying have been completed, points for that meeting will be awarded on the best qualification positions, if the majority of Committee Members present agree.

14. PROTESTS

[a] All protests must be made in writing to the Race Director, together with a £10.00 deposit.

[b] Protests must be made within 5 minutes of the publication of the results in question. The protest period of 5 minutes commences when the results are published on the Results Board and announced as such.

[c] Protests regarding the legality of cars must be made in writing, together with the fee, to the Race Director.

15. PENALTIES

(a) Championship warnings will be given for:

- Leaving a marshal point early, i.e. before being relieved by the next marshal for any practice, heat or final.
- Leaving a marshal point to return cars to the pits during any practice, heat or final.
- Failure to be at a marshal point for a practice race, or final prior to one minute to the start of the following race.
- Poor marshalling (e.g. talking to others)
- Driving in the wrong direction at any time, or entering the pits from the pit exit.
- Failure to adhere to Race Control or Referee instruction during practice or heat (e.g. blocking a faster car, failure to return to the pits at the end of practice/heat).
- Deliberate collision with another car
- Bad/dangerous driving during any practice, heat or final
- Car being slowed/stopped close to/before the start loop, before a driver starts their qualifying heat time
- Bad language

- Using a mobile phone within the track, e.g. at marshal point, in the pits or on the rostrum.
- Smoking at any time within the track vicinity (including pit-lane, rostrum and scrutinising area)
- Driver or associated person entering Race Control unless accompanied by the Race Director or a Sectional Committee member.

(b) 10 second penalty in qualification will be given for:

- Corner cutting
- Incorrect use of the pit-lane (e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car).
- Deliberate collision with another car (in addition to championship warning)

(c) 1 lap penalty will be given for:

- Any car that is manually aided over the timing line at ANY time during a heat or final.

(d) Stop/go penalties will be given in finals for:

- Corner cutting
- Incorrect use of the pit-lane (e.g. impeding the pit-lane whilst re-filling a car, stepping into the pit-lane, releasing a car into the path of another car).
Failure to adhere to Race Control or Referee instruction (e.g. blocking a faster car, failure to return to the pits at the end of final).
- Deliberate collision with another car (in addition to championship warning)
- Mechanic/car crossing between start grid and pit-lane in either direction once the countdown has commenced and until the start is underway and all cars have passed
- Car jump starting the starting sequence
- Mechanic making alterations to the car, re-fuelling the car, or releasing a car before being instructed during a stop/go penalty

(e) Loss of best qualification round score will be given for:

- Failure to be at a marshal point for a heat prior to one minute to the start of the following race.
- Any driver not ensuring their car is taken to scrutining within 1 minute of being requested to do so.

(f) Loss of race time (heat or final) may occur when:

- Car is repaired on the track during the race
- Car does not conform to the regulations
- Any driver fails to ensure that their car is taken to scrutining following a request at the end of a final, within one minute from being requested by the Race Organiser/Committee Official.
- Car rejoins the race from any point other than the pit-lane

(g) "Black flag"

If requested or "black flagged" a car must be removed from the track immediately. The black flag may result in the car being in an undriveable or dangerous condition [e.g. lost body, ineffective silencer]. For these mechanical failures, cars may rejoin after repair.

(h) Disqualification may result in the following situations:-

- Blatant disregard of BRCA rules
- Failure to adhere to a black flag/request to be removed from the track
- Unauthorised use of transmitters or unauthorised frequency use
- Unsportsmanlike behaviour
- Arguing with Race Director, Referee or other Race Official
- Leaving a meeting before marshalling duties have been fulfilled
- Failure to adhere to a notification of a stop/go penalty and not returning to the pit-lane within 2 laps of the notification

- Use of a car outside of the track vicinity at any time of a race weekend including periods when race event is not taking place
- Use of a motorised bike/bicycle/scooter within or outside of the track vicinity at any time of a race weekend including periods when race event is not taking place
- Anyone who by their own negligent action puts the safety of themselves or others in jeopardy as defined by the Race Director, Section Chairman or Section Secretary.

Notes

1. Warning records will be kept by the BRCA Section and for every 3 warnings received during a season, 10 points will be deducted from a driver's final Championship score.
2. Drivers awarded 3 warnings at any one meeting will be automatically disqualified.
3. A driver disqualified from a meeting will be given 3 warnings to his/her annual total (which will affect their final Championship score) and points scored at the meeting in question will be classed as null and void.
4. Rule 15 may apply at any time during the race event, including practice and warm up periods (i.e. not just the timeframe of an actual race), practice races, heats, finals, as well as outside of periods of racing where applicable.
5. The driver is responsible for the conduct of his mechanics and/or team manager - penalties may be awarded to a driver due to infringements by them.
6. If, in the event that an incident is not specifically covered within the rules, an appropriate penalty may be given, on the agreement of the majority of the Committee members present.

16. NATIONAL CHAMPIONSHIP

[a] The Entry Fee for meetings will be set by the committee.

[b] There will be Two BRCA Truggy Championships

- The National Championship - all drivers competing at an event during the season.
- The Clubman Championship – Any driver who is completely independent from support of any participant in the Model/Hobby industry. i.e. privateers.

Sponsored drivers may not participate in the clubman championship as determined by the Section Chairman or Section Secretary.

All Championships will run concurrently for both qualifying and finals.

[c] The winner of the A Final will receive 100 Championship Points, 2nd place will receive 99 points, third place will receive 98 points, fourth place will receive 97 points, etc., down to the final place. The top qualifier, running as No. 1 in the A Final will receive 1 extra point.

[d] 4 out of 5 of Championship meeting scores will count towards overall placing rounded up or down to the nearest whole number.

[e] Tied Championship positions shall be resolved by firstly comparing results of discarded meetings and secondly by the number of 1st, 2nd, etc. places as may be required.

[f] If any driver withdraws from a meeting before the final they have qualified for has run, their place will remain open.

[g] A top qualifier point gained where the meeting result is part of a driver's discard will not be counted.

17. TRACK AND SAFETY

[a] Tracks ideally must be a minimum of 4 metres wide and at least 250m long when walking the shortest route. (Guidance to organisers: should aim for a lap time of minimum 35 seconds).

[b] Tracks must be closed for a period of 15 days prior to any National meeting, with the exception of one open race meeting which may be held either 14 or 7 days prior to the National, by the organising club. Any driver found to be using the track during the closed period will be disqualified from the National Meeting. One car may be run by the organisers for a maximum of 30 minutes, to prove the suitability of the track.

[c] Spectators and marshals are to be protected from the risk of being hit by cars. A suitable safety fence is to be constructed to protect marshals in dangerous areas such as the end of the straight, or points where traffic on another part of the track is travelling towards the marshal from behind.

[d] The rostrum must be able to accommodate 15 persons safely (i.e. with good margin). The front must have a safety rail and a kickboard and the floor should be constructed of solid material and be all at one level. All steel-constructed rostrums must be fully earthed in at least two places. The rostrum should be marked into equal sections so that 15 spaces are marked out, enabling drivers to see which space is available to use.

[e] Any person inside the safety fencing must be directly involved with the racing, i.e. marshals and mechanics. At the start of a heat or final, mechanics, on the release of the cars, must return to the pits as soon as possible and marshals must be standing at their designated points.

[f] No car shall be used outside of the track vicinity at any time of a race week-end (including periods when the race event is not taking place). See Rule 15. A small controlled area can be set up for use, to be completely fenced in by double fencing, at the Race Organiser's discretion. This is not compulsory on the Race Organiser.

[g] No motorised bike/bicycle/scooter is allowed to be used within or outside of the track vicinity at any time of a race week-end (including periods when race event is not taking place). See Rule 15. This does not include motorised vehicles required for disabled members of the public.

18. ORGANISATION

1. Race venues and clubs who wish to host a round of the Truggy and Truck National Championship may do so by completing the online entrant form. This will be available in December prior to the championship and entries will close at the end of the prior championship year. No other method of application is valid. The committee will vote on the suitability of each track. Within the aim of the section, ideally the tracks should be distributed throughout Britain as to facilitate a truly National series. Committee members are not permitted to vote on locations of which they have an organisational link too.
2. The committee in their deliberations will weigh up the following factors:
 - Suitability of venue to host meeting
 - Location of venue
 - Experience of Race Officials at venue

- Venue Facilities (Toilets are a must as is food availability on the day)
 - Feedback from entrants
3. Successful venues will be notified before the end of December of the previous Championship year and have 10 days to confirm acceptance.
 4. Unsuccessful venues will be ranked with the highest ranking deemed a standby venue and so on.
 5. The BRCA National Series will consist of 5 meetings, one meeting will be a 2 day meeting. If 4 different selected venues are not available, the number will be made up from a 'draw' of selected clubs willing to run more than one meeting.
 6. The annual National Championship 2-day event shall be modelled on the following format: Qualification should run over 5 rounds, with the best 3 rounds to count on a round-by-round basis. Heats should be run in the following sequence:-
 - Round 1: 1, 2, 3, 4, 5, 6, 7, 8, 9
 - Round 2: 2, 3, 4, 5, 6, 7, 8, 9, 1
 - Round 3: 5, 6, 7, 8, 9, 1, 2, 3, 4
 - Round 4: 6, 7, 8, 9, 1, 2, 3, 4, 5
 - Round 5: 9, 8, 7, 6, 5, 4, 3, 2, 1

Marshalling will be structured so that the final heat for a particular round marshals the first heat in that same round (e.g. for Round 3, heat 4 will marshal heat 5, Round 1 heat 1 would be marshalled by Heat 9). For heats after the first heat of the round, drivers will marshal the race following their own.
 7. The top qualifier will be awarded pole position in the Grand Final, with the next 16 qualifiers placed 8 into each semi-final. The other 13 Grand Finalists will be made up from the top 6 drivers from each semi-final and the fastest loser of the two races. The remaining qualifiers will be allocated to all the remaining finals, as decided by the organisers, to enable the maximum number of participants for the second day's racing, with a maximum of 6 drivers moving up from the 1/4 finals to the semi-finals.
 8. An adequate First Aid box must be provided and organisers should be fully aware of local arrangements for the treatment of casualties.
 9. Organisers should ensure that they have adequate 3rd Party insurance to cover any liability arising as a result of running their meeting.

Organisers should ensure that the race commentary can be clearly heard from the drivers' rostrum.

20. SECTION CONFERENCE/BRCA ANNUAL GENERAL MEETING

All proposals for the Section Conference/AGM (both individual rule changes and Committee position proposals) must be emailed to the Section chairman <chair@uktruggypro.com> 31 days prior to the last race meeting. These will be voted at the last race meeting along with selection of section officials for the following year and incorporated into the rules for the following year as required.

Proposals can only be made by BRCA members.

Proposals must be seconded by BRCA members.

All proposals will be posted to the Truggy and Truck section website – <http://www.uktruggypro.com> as received.