



Members Handbook 2011

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WARNING

MOTOR SPORT CAN BE DANGEROUS

DESPITE THE CLUB TAKING ALL REASONABLE
PRECAUTIONS UNAVOIDABLE ACCIDENTS CAN HAPPEN
IN RESPECT OF THESE
YOU ARE PRESENT AT THE CLUB AT YOUR OWN RISK

MINIMUM AGE FOR RACING IS 8 YEARS.

**CHILDREN UNDER THE AGE OF 12 MUST BE SUPERVISED BY
AN ADULT.**

NO SMOKING INSIDE THE BUILDING

IN THE EVENT OF A FIRE OR EMERGENCY

**If the fire bell rings or if instructed, leave by the nearest
exit and assemble in the car park. Do not delay by
taking personal belongings or race equipment.**

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1 Introduction

Welcome, you are now a very valued member of the Rugby Radio Controlled Car Club and we hope you will enjoy your time with the Club.

The club was founded in May 1994 and grew quite quickly from the original fledgling idea. Without you this club may not be possible and we thank you for your interest and any assistance you may provide, which will always be appreciated.

The idea of this handbook is to help and guide you through the running of the club and race meetings.

If you have any problems or are in need of any help, then please approach any committee member, we are ready, willing, and able to assist.

Finally most importantly please enjoy yourself each and every Saturday night when you are in attendance.

THANK YOU

2 Radio-Controlled Model Car Racing

Motor sport comes in many different shapes and sizes, but it always involves fast vehicles, skilful drivers and a healthy dose of competition. So it is in radio-controlled model car racing, a smaller scale alternative to the real thing, but a format where speeds remain excessive, cornering is performed on the limit, crashes are often spectacular, and each driver experiences an adrenalin buzz that sends them scurrying back to the track for more.

Radio-controlled touring car racing is a great hobby for any age and is an activity in which the whole family can become involved. With different tyres, suspension settings and aerodynamics, racers quickly learn valuable technical skills. Artistic talents can be applied to great effect to create unique colour schemes for the bodyshells. Racing the cars requires concentration and finesse, with each movement made by the driver on the controller resulting in an immediate and precise response from the car. And just like full-size motor sport, the more you practice, the better you will get.

Until mid 2009 most people at Rugby RCCC raced 1/10th scale Touring Cars but the majority now run Mardaves which are 1/12th scale and are more suited to our track size.

In Britain, 1/10 scale electric touring car racing is promoted by the British Radio Car Association (BRCA) (www.brca.org)

Rugby Radio Controlled Car Club is affiliated to the BRCA.

If you haven't experienced the excitement of racing electric-powered radio-controlled cars before, give it a try. It is one of the most affordable and rewarding forms of motor sport around, one that is safe, quiet and accessible to all, regardless of age or ability. And above all, it is enormous fun.

3 Health & Safety

MOTOR SPORT CAN BE DANGEROUS - DESPITE THE CLUB TAKING ALL REASONABLE PRECAUTIONS UNAVOIDABLE ACCIDENTS CAN HAPPEN - IN RESPECT OF THESE YOU ARE PRESENT AT THE CLUB AT YOUR OWN RISK

Fire Drill:

If the fire bell rings or if instructed, leave by the nearest exit and assemble in the car park. Do not delay by taking personal belongings or race equipment.

1. Rugby Radio Controlled Car Club must ask the parents or guardians of junior competitors (under 18 years of age), that they accept that this sport can be dangerous, especially when marshalling.
2. Please help keep the club a safe place. Remember the pits can be a crowded area. Do not place items in the gangways that could be a tripping hazard such as 12v batteries, bags etc. Do not rush around the pits as you could collide with someone carrying a hot drink or using a soldering iron.
3. Soldering irons must be used with a stand at all times. Hot soldering irons must not be left unattended. Adult supervision is required if the user is under the age of 18. No soldering irons are to be used with a damaged flex or plug. All soldering is to be carried out in a well ventilated area. All soldering must be carried out on a suitable surface (provided by the user) not the tabletop or floor. Similar rules apply for gas soldering irons.
4. Competitors are deemed responsible for the safety of their own equipment and the Club can accept no liability for its use either by the owner or others.
5. Extension leads if used are the responsibility of the owner and must have an RCD plug or RCD adaptor fitted. Extension cables must be routed in a safe manner to prevent trips or other such hazards
6. 12V lead acid batteries must be kept in a leak proof container at all times and positioned in a safe place. They should not be placed near the edge of a table where they can be knocked off or in the gangway where they can be a tripping hazard. Cell inspection caps should not be removed. Items should not be placed on top of the battery where they could create a direct short across the battery posts.
7. Motor cleaning aerosols must not be used in the hall.
8. All liquid containers must be closed when not in use.
9. The use of super glue (cyano) should be undertaken with great care and adult supervision is required where this is to be carried out by a person under the age of 18. It is recommended that Safety glasses are worn. A pair can be borrowed from the committee.
10. Over charged cells are to be removed by a responsible person to a safe area.

11. Carpets must always be carried by a minimum of two people aged 16 or over and are to be stored on the stage and secured by straps. The carpet should only be lifted on or off the stage when a committee member says it is safe to do so.
12. First Aid equipment is available from the Committee.
13. The nearest casualty department to Rogers Hall is located at St.Cross Hospital, Barby Road, Rugby. CV22 5PX Tel: 01788 572 831. Committee members can provide directions in the event that a hospital visit is required.
14. All accidents must be recorded in the Accident Book by a member of the Committee.
15. When setting up and packing away the following age restrictions apply: Under 13's should not handle the large tables. Under 16's should not attempt to lift the stacks of chairs onto or off the stage. Under 16's should not attempt to lift the carpet on or off the stage. Under 16's should not get into the cupboard under the stage.
16. Smoking is not allowed inside the building.
- 17. Safety Glasses should be worn when using superglue or when using a Comm Lathe or Tyre Truer. A pair can be borrowed from the club shop.**

4 Membership

Rugby Radio Controlled Car Club is a friendly club, which is affiliated to the British Radio Car Association (BRCA).

We welcome drivers above the age of 8 but if under the age of 12 they must be supervised by a responsible adult.

5 Membership Fees

Club Membership	£6 per year
BRCA Affiliated Membership	£13 per year

All club members must hold affiliated membership of the BRCA. A member who does not hold affiliated BRCA membership through this Club must provide evidence of BRCA membership to the Club Secretary.

Club membership runs from 1st December 2010 to 31st December 2011. Any member joining after 30th November 2011 will be deemed to have paid membership fees to 31st December 2012.

6 Committee Members

Chairman	Alex Wynn
Secretary & Treasurer	Robert Bush
Member	Matthew Book Tim Pimlott

The club email address is secretary@rugbyrccc.org.uk

7 Sundries

Set of racing numbers (1-6)	£1
Transponder Clips	50p
Weights	50p

8 Website

The club operates a website at www.rugbyrccc.org.uk

The website is an excellent source of information about the Club and is regularly updated.

Racing results are usually available on the website on a Sunday.

9 Track

Our PrimatrackGT carpet track covers an area of 16m x 7m.

Track marking is by means of fire hoses filled with sand.

An air filled fire hose, served by a compressor protects the outside of the track.

The track layout changes on a regular basis

10 Championships/Medallion Nights

The Club runs a number of championships throughout the year.

The championship is split into leagues known as F1, F2 or F3 etc

The number of leagues and the number of drivers in each league is at the discretion of the committee.

Provisional dates for 2011 indicate 3 championships of 14 weeks although this may change subject to the availability of the hall.

Each championship will be decided by taking the best 10 results for each entrant out of the number of races for that championship. In a tie-break situation the computer software will compare the results of the tied drivers to establish the winner.

At the end of each championship, the winner and runner up in each league will be awarded trophies or medals as decided by the committee.

The winner of each Formula will be promoted to the next Formula. There will be no relegations.

In each league, points will be awarded 20 for first, 19 for second etc.

A driver's qualifying position will normally be based on the driver's ability rating which is calculated by the timing software after each race meeting. Driver's who miss 4 consecutive race meetings will be relegated to the bottom of the next heat for qualifying at that meeting.

New club members will be assigned to a Formula based on their ability when they join the club.

N.B non-members may race at championship meetings but only club members will score championship points.

Medallion Nights will be included in the race Calendar. The provisional 2011 Calendar has space for 2 medallion nights. Trophies or medals will be awarded based on results of that evening's race meeting. The number of medals awarded will be decided by the committee.

11 Race Nights

The club runs every Saturday evening, you can arrive from about 5:00pm onwards and booking in closes at 5:45pm. We aim to finish racing for about 9:30pm and pack away by 10pm.

Please note that the Club does not run during August.

There is a shop available at every meeting which sells food and drink including tea/coffee, fizzy drinks, chocolate, sweets, crisps etc.

Non-Members;

If a non-member would like to race before becoming a member there will usually be an additional race fee. Also availability of space should be checked in advance as we cannot guarantee that there will be spaces available to race.

Please note that, due to insurance restrictions, if a non-member does not hold a valid BRCA membership, they can race up to 3 times over a maximum 6 week period in a calendar year.

12 Race Fees

Races Fees (Per Night)

Adult Members	£4
Junior Members (Age 17 and below)	£3
Non-Members	£5

13 Racing Rules

Racing shall be generally in accordance with the rules for 1/10 electric touring cars as laid down by the BRCA. However, where further local rules and procedures apply these are set out in the Club Members Handbook. From time to time we may need to amend these rules, or introduce new ones if needed. These rules have not been made to spoil anyone's fun, but to make the evening's racing equal, safe and enjoyable.

13.1 Setting-Up

All drivers are required to assist with setting-up the track and pit area on arrival. Please remember everybody would like to start racing as soon as possible and **it is selfish and disrespectful to other racers if you do not help.**

No driver should work on his car until such time as the track is ready for racing.

13.2 Pitting

Each driver will normally be allocated half a table width for pitting i.e. two drivers to a table but this is not guaranteed.

13.3 Radio Equipment

Only 27Mhz AM, 40Mhz AM, 40Mhz FM and 2.4GHz are permitted.

A choice of at least 2 crystals is required for 27MHz & 40MHz transmitters.

Transmitter aerials must be replaced if they become damaged and pose a risk of injury to others.

Your transmitter must be turned off when you are not racing. Keep transmitter aerials held up to avoid injury to other drivers and marshals and to maximise the signal.

Racers must use frequencies that they have been specified when booking in and as designated for their heat and final. If you are having trouble with interference, the race director will attempt to resolve the problem. All racers must inform the race director if they wish to change frequencies.

Everyone thinks that as soon as their car doesn't do what they think it should that some fiend has switched on their transmitter in the pits. **VIRTUALLY ALL RADIO INTERFERENCE COMES FROM YOUR OWN EQUIPMENT** -- yes, whatever you may believe, the fault probably arises in your gear.

13.4 Tyre Warming

The use of tyre warmers is allowed.

Tyres should not be warmed by driving to the start line at race speed. This is for the safety of the marshalls and other drivers who may be making their way to their positions.

Drivers who endanger marshals or other drivers by driving at race speed to the start line will not be allowed to take part in the race.

13.5 Batteries

The following battery types are allowed:

Dependent on which race class you are in you may use Ni-CD and Ni-MH (3, 4 or 6 cell) or LI-PO batteries (1S or 2S).

Lithium Polymer (a.k.a. Li-Poly/Li-Po) battery packs must have a hard, protective case that completely envelopes the cell(s). Individual cells used in the construction of the battery shall be rated at 3.7v nominal and the pack shall be 2 cells in series with a nominal voltage of 7.4v.

Li-Po batteries must be charged in a suitable Li-Po charging bag.

Please refer to www.brca.org ELECTRIC BOARD section for details of approved batteries and the safe use and charging of these battery types.

You are not permitted to change batteries during a race.

13.6 BodysHELLS

BodysHELLS should generally be BRCA approved (subject to the discretion of the Committee)

See the approved BRCA lists at www.brca.org

No member shall run a car without the bodysHELL being in place at any time. Failure to do so will result in the loss of their fastest qualifying time(s) and the removal of the car from the track

13.7 Where Do I Stand When Practicing Or Racing?

Cars may only be driven when racers are standing on the stage.

13.8 Practice

You may only practice on the track when permitted by the Race Director.

A maximum of six cars may practice at any time.

You should check that your frequency is available for practice before switching on.

Body Shells must be fitted at all times, when the cars are being driven.

13.9 How Do I Know Which Heat/Final I Am In?

Computer printouts will be made available for all drivers to see which heat they are in, which number car they are, which crystal they must use, which transponder colour to use and which heat/final they are to marshal.

13.10 Transponders

The club uses AMB handout transponders for timing each race.

AMB Handout Transponder must be mounted in an inboard position, preferably in the windscreen. This requires a hole slightly larger than 7mm in your car windscreen. Large washers and clips for mounting the transponder are available on request from the club at a small cost.

Transponders can be collected after the start of the race before yours. Don't collect them before or it is impossible to see if they have all been returned.

If a transponder is not available tell a committee member.

After each race, replace the transponder back into the rack.

Please make sure that you have not got a transponder attached to your car when you pack up to go home (You will be asked to bring it straight back).

Please handle transponders with care as they cost approx. £125.00 each to replace.

13.11 Race Timing

The timing system we use is RC-Timing

13.12 Starting Positions

HEATS: The qualifying heat will be decided by the driver ability rating as decided by the timing software. This may be changed if a penalty applies to the driver from a previous meeting. Driver's who miss 4 consecutive race meetings will be relegated to the bottom of the next heat for qualifying at that meeting.

Drivers who do not have an ability rating will qualify in the lowest heat.

Heats have a staggered start with each driver starting when his number is called.

FINALS: Cars are lined up in order of qualifying positions, and the computer automatically counts down, and starts the race.

13.13 How Long Are The Heats And Finals?

Heats are run over 4 minute's and finals are 5 minutes duration but this may be changed by the race director dependent on how many racers there are and the time available.

Do not leave your driving position until 'race over' is declared.

13.14 Where Did I Finish?

Qualifying is advised at the end of each heat

Final finishing positions are advised at the end of each final.

Racing results are also usually available on the website on a Sunday.

13.15 General

The only people allowed on the track whilst a race is in progress are the marshals. Drivers or Spectators must wait until the race is finished before going onto the track. Failure to comply with this rule will result in the deduction of their fastest qualifying time(s).

When not racing or practicing, drivers are not permitted on the stage.

Any car receiving assistance of an unfair nature (i.e. being pushed) to get to the finishing line will be penalised by the loss of the lap gained by being helped over the finish line.

No cars can be used after the last race has been completed

The driver should ensure they can clearly hear the race director or referee. A driver (not marshal), may use an MP3 player or similar with a single earpiece while racing.

13.16 Driving Etiquette

Driving Etiquette - Qualifying

Qualifying

Remember that in the qualifying heats that the only thing you are racing is the clock. You are not racing the other cars on the track. Concentrate on getting around the track in the fastest possible time and do everything possible to avoid collisions - two or three crashes in a race will usually cost you a lap or more. So avoiding collisions, either with other cars or the track barriers, will improve the number of laps you complete or the higher you will qualify.

Being overtaken / being lapped

If another car is faster than you, then move over to one side to let it past. The best way of doing this is to run wide at the first available slow corner and letting the faster car take the racing line. By doing this you will hardly lose any time at all. However be aware that the other car may try and overtake you on other places on the track. If the other driver tries to do this then ease off the throttle and let him get past you. Trying to block the driver is not good practice as it will slow both you and the other car down and is likely to lead to a collision with could cost you a lot of time.

If the other car is only marginally quicker or no quicker than you then it will be worth while letting them pass and drop slightly back behind them. If you don't, your focus will be on their car rather than concentrating on your racing lines. The result will be a slower time for both drivers.

Remember - try to anticipate when the other driver will try and pass you - slowing down by a fraction will save you a lot of time than carrying on at full speed and crashing.

If you are coming up to overtake a faster car then don't expect it to move over straight away as it may not be a suitable place to do so. Instead stay behind the car until you find a safe place to pass or the car moves to one side to let you through. Losing a fraction of a second by slowing down for a few corners is much better than a crash which could cost you many seconds. Even if the car is a lot slower than you, knocking the car off so you can get past quickly is totally unacceptable.

The safest place to pass other cars are by taking the inside line on slow corners, on the straight (don't get too close to the other car otherwise just a touch will send both off the track) or wait for the other car to make a mistake.

If you are coming up to a slower car then do not immediately shout out lapping. You should give the other driver the chance to move aside at a suitable place. Only if you are being held up for half a lap or more should you give the driver a reminder by calling the driver's name or car colour(s) and state that you are lapping.

If the car you are overtaking is the same speed as yours then unless you are confident that you can make the pass cleanly, stay behind the car and concentrate on your own lines. Only if the other car is being lapped should you call out for the car to move aside. If you are both on the same lap or even the other car is at least a lap in front, then just concentrate on your own lines or even consider dropping back slightly to avoid any potential collisions.

Remember - it is your responsibility to overtake other cars without hitting them, even if this means staying behind them for a few corners.

Driving Etiquette Finals

Racing

The only time you should race other cars is during the finals and then only when the cars are on the same lap. If you are lapping or being lapped then the guidelines above should be followed.

Being Overtaken

You are fully entitled to make your car as wide as possible to prevent the other driver getting past. However do not swerve to barge the other car off the track as they get past. It is bad driving and will cost you time.

The best way not to be overtaken is to stick to the racing line. If the other car tries to cut in even tighter then you may try to stop the other car from overtaking (but don't push it off the track). If the other car gets the nose of their car ahead of yours then they have the place and you should give way.

The other driver will do everything they reasonably can to stop you from overtaking and it is your responsibility to make sure that you pass cleanly without contact with the other car.

The best way of doing this is to stay close behind the other car (but not too close that you touch). The other driver will start to focus on your car and will be more likely to make a mistake and allow you to get past. Wait for a suitable passing opportunity such as running wide on the exit of a corner or being delayed by a car being lapped.

If no such opportunities arise then you will need to come up with other tactics such as finding out places on the track where you are quicker than they are and perhaps trying alternative racing lines so that you can approach the corner quicker than they can. However do not use this to barge your way past.

If you make contact with the other car so that they crash or slow down, then you have passed the car unfairly so you should wait and let the other driver retake the place.

13.17 At the end of the Race

On completion of the race drivers should:

1. Leave the stage via the steps. Do not jump off the stage as jumping off the stage creates rucks in the carpet.
2. Retrieve their car as quickly as possible.
3. Disconnect the battery.
4. Turn off the transmitter.
5. Remove the transponder and put in the rack for the next user.
6. Return their car and transmitter to their pit area.
7. Go to their marshalling position for the next race.

13.18 Marshalling

ALL Drivers are expected to act as a marshal the next race after their own (with the exception of those drivers under the age of 18 where the parent or guardian has not signed the necessary disclaimer at the time of joining. In this event another person over the age of 18 must be made available to marshal in their place by the parent or guardian). Failure to do this will result the loss of their fastest qualifying time.

Marshals should marshal from the post with the same number as their car and stand in a place of general safety when not going onto the track to recover a car.

Marshals should be at their allocated marshalling position prior to the ten second warning, failure to do so will result in the loss of their fastest qualifying time.

Marshals should stand at their marshalling position. Marshals must not sit on the stage or carpet while marshalling.

Marshals must be alert at all times, making sure that they go onto the track safely, and lift and put cars back into their correct place on the track.

Look around first before putting a car down and do not put a car down in front of an approaching car.

Any broken or 'dumped' cars should be taken off the track and placed upside down in a safe location.

Take care not to touch the hot parts on a car when handling it (i.e. motor).

Do not mend cars in the middle of the track. Only repairs that can be completed quickly are to be done by marshals.

Marshals must pay attention to the race whilst marshalling. Marshals should not stand around talking, use a mobile phone, wear earphones or carry any other equipment that can create a distraction while marshalling.

Marshals should not run or jump onto the course in case they accidentally land on top of a racecar or rough up the carpet.

If any car needs assistance from a marshal, the motor must not be moving. If the wheels are still turning, for safety reasons, the marshals will not touch the car.

Do not leave your marshalling position until 'race over' is declared, failure to comply will lead to the loss of your fastest qualifying time(s).

Drivers must marshal even if they are unable to continue racing for whatever reason.

No drivers are to marshal their own cars (stay on rostrum until the end of the race)

Failure to marshal in the final will result in the loss of all points from the race meeting.

13.19 Packing Away

After the racing has finished you are required to help clear up the equipment, and help put it away under the stage, and put the tables away or sweep the floor. The hall must be tidy before we go home.

It is selfish and disrespectful to other racers to leave the hall without helping to clear away.

Please remember everybody would like to go home as quick as possible.

14 Summary of Racing Penalties

Note that all penalties are at the discretion of the Race Director.

No.	Item	Description	Penalty
14.7	Tyre warming / Pre-race practice	A driver judged to be driving at race speed to the start line e.g. for practice or tyre warming is endangering other drivers or marshals.	Not allowed to take part in the heat or final he was preparing for.
14.24	Marshalling	Marshals should be at their allocated marshalling position prior to the ten second warning.	Loss of fastest qualifying time
		Do not leave your marshalling position until 'race over' is declared.	Loss of fastest qualifying time
		Failure to marshal in the final	Loss of all points from the race meeting.

15 Supplementary Club Rules & Penalties

1. Litter must be placed in the receptacles provided
2. No Swearing within the presence of fellow members or their parents
3. No Vandalism to club property or the property surrounding the club grounds. Disciplinary action with possible ban.
4. **THEFT HOWEVER LARGE OR SMALL SHALL RESULT IN INSTANT DISMISSAL FROM THE CLUB AND FURTHER ACTION POSSIBLE!**
5. Never tamper with the fire extinguishers. Disciplinary action with possible ban.
6. Only committee members are allowed in the kitchen area unless you have permission to pass through to use the toilets during any on-going race.
7. Spectators are only permitted at the discretion of the club committee. Any parent leaving non-members must report to a club committee member and must leave a contact telephone number in case of an emergency. If a non-member spectator does not adhere to our club rules then he/she may be requested to leave the hall. If a spectator is related to a member and he/she does not honour our rules then the onus shall be on the club member and the committee shall deal with both accordingly.
8. All Members must comply with any given instruction from a committee member without verbal abuse or total disrespect.
9. Respect all fellow members and their personal belongings.

ALL CLUB RULES MUST BE STRICTLY ADHERED TO AND NO MEMBER WILL BE EXEMPT. RULES MAY BE ADDED OR ALTERED WITH REASONABLE NOTICE.

16 Constitution

- The Club shall be known as Rugby Radio Controlled Car Club so named after the host town. Its purpose will be to provide facilities for its members and guests for the enjoyment of radio controlled car racing.
- An Annual General Meeting (AGM) will be held at the beginning of December to elect a committee, receive reports and take major decisions.
- Members must be given notice of the AGM a minimum of 4 weeks in advance.
- Only members may vote at any club meetings.
- A member is a person whose subscription fees are up to date; or a person who has been appointed a life or honorary member by a vote at the AGM. The names of these people will be included in the member's handbook.
- The committee will be retired at the AGM but may seek re-election if they so wish.
- The committee will be elected by a vote of members.
- The committee will consist of a Chairman, Secretary, Treasurer, and up to 5 other persons.
- If a vacancy occurs on the committee during the year it may be filled by co-opting a person.
- Any committee member who by deed or action risks bringing the club into disrepute will be removed from their position and may be banned from the club.
- This constitution may be changed by a 60% majority vote at the AGM or at an extraordinary meeting.
- Club and race rules will be made by the committee. These rules will be given to the members in writing no later than 1 week before they come into effect and must be included in the member's handbook.
- The club must be dissolved if it is unable to meet its obligations. It may be dissolved by a 75% majority vote at the AGM or at an extraordinary meeting.
- On dissolution after all liabilities have been met, the assets of the club must either be given to charity, or divided equally between members. The choice to be made by a vote of members.

17 Touring Car Class Specification

2WD or 4WD electric touring cars to BRCA 27T Stock Touring Regulations

Minimum Weight = 1350g (without handout transponder, but with personal transponder if fitted)

Minimum Ride Height = 5mm

All cars must be fitted with a foam bumper to protect cars and marshals.

Suggested Tyres:

- T27's
- Schumacher Carpet Dragons (U6690)
- CS22 or harder e.g. CS27, CS32, CS37
- VTEC 24R or harder e.g. 27R, 30R
- Sorex 24R or harder e.g. 28R, 32R, 36R, 40R

Tyre additives are allowed but must be odorless and BRCA legal.

Tyre warmers are allowed.

Motors

Silver Can e.g. Mardave G2
Brushed 27T
Brushless 13.5 or higher

Speedos

Stock Spec Speedos to be used i.e. no advanced timing

Batteries

Ni-CD 6 cell, Mi-NH 6 cell or 2S LI-PO (charging bag must be used)

BodysHELLS

Touring Car shells to be used (No truck shells)

18 Mardave Class Specifications

Based on Standard Mardave V12 Kit

Motors:

G2 Brushed motor powered by 4 Ni-CD or 4 Ni-MH cells

13.5 turn or higher brushless motor powered by 3 Ni-CD or 3 Ni-MH cells or a 1S LI-PO (charging bag must be used)

Speedos

Stock Spec Speedos to be used i.e. no advanced timing

Tyre additives are allowed but must be odorless and BRCA legal.

A Differential may be used

Version 1 – 27th December 2010