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2020 NZRCA AGM Remits

GENERAL RULES

Remit 1 Capital Model Racers Radio Control Car Club (Remit 1)

Current Rule: G1.1

Any driver who is a current financial member of an NZRCA affiliated Club must hold an NZRCA National Racing License which will entitle them to compete at any NZRCA race meetings. An exemption will be made for overseas drivers who can show that they have current affiliation to their country's R/C Car Governing body.

Proposed Rule: G1.1

G1.1 All drivers must hold a current financial membership of an NZRCA affiliated Club and an NZRCA Racing License, which will entitle them to compete at any NZRCA meetings. An exemption will be made for overseas drivers who can show that they have a current affiliation to their country's R/C Car Governing body

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 2 Capital Model Racers Radio Control Car Club (Remit 2)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as G1.1.1

All NZRCA meetings will follow the below category

- National Events (New Zealand Champs/ North Island Champs/ South Island Champs)
- Major Events (e.g Waikato Champs, Regional events etc)
- Club Events

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 3 Little Forest Raceway (Remit 3)

Current Rule: G1.3

Cash prizes or any other means of payment (paper tickets or coins of an obvious exchangeable value) are strictly forbidden. Gifts may be given as prizes, but must not exceed the price of an average car kit for that given class.

Proposed Rule: G1.3

Gifts may be given as prizes, but must not exceed the price of an average car kit for that given class.

Reason:

Remove reference to cash prizes.

Seconded	
For	
Against	
Abstained	
Result	

Remit 4 Capital Model Racers Radio Control Car Club (Remit 4)

Current Rule: G1.4

A top-qualifying, first, second and third place getters prizes/trophies are to be given at national sanctioned events for every class.

Proposed Rule: G1.4

A top-qualifying, first, second and third place getters prizes/trophies are to be given at national events for every class.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 5 Capital Model Racers Radio Control Car Club (Remit 5)

Current Rule: G1.5

There will be only one NZRCA sanction event from each faction (eg. EP-Onroad) on any given date, Subject NZRCA AGM or NZRCA Executive approval.

Proposed Rule: G1.5

There will be only one NZRCA National event from each faction (eg. EP-Onroad) on any given date, Subject NZRCA AGM or NZRCA Executive approval.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 6 Capital Model Racers Radio Control Car Club (Remit 6)

Current Rule: G1.6

NZRCA nationals: the same national event cannot be held at the same location on consecutive years unless no other club put forward to host the event.

Proposed Rule: G1.6

NZRCA national events: the same national event cannot be held at the same location on consecutive years unless no other club put forward to host the event.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 7 Capital Model Racers Radio Control Car Club (Remit 7)

Current Rule: G1.7

Any class must have a minimum required entry level of 5 competitors before it can be run at an NZRCA sanctioned meeting.

Proposed Rule: G1.7

Any class must have a minimum required entry level of 5 competitors before it can be run at an NZRCA national meeting.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 8 Manawatu Radio Control Car Club (Remit 8)

Current Rule: G1.8

Consumption of Alcohol by organisers, competitors and their associates during an NZRCA sanctioned event shall not be permitted.

Proposed Rule: G1.8

G1.8 Consumption of Alcohol by organisers, competitors and their associates is not be permitted during the hours of racing during a NZRCA event.

Alcohol maybe consumed after the last race of each day, and during prizegiving if the organiser of the event stipulates this in their supplementary regualtions.

Reason:

As rule currently reads you may not consume alcohol during the entire event. That is not the intent, and needs to be clarified. By allowing the organiser to state in the supplementary regulations of the event if alcohol maybe permitted this is then in the hands of the host club whether or not they believe this is necessary.

Seconded	
For	
Against	
Abstained	
Result	

Remit 9 Capital Model Racers Radio Control Car Club (Remit 9)

Current Rule: G1.8

Consumption of Alcohol by organisers, competitors and their associates during an NZRCA sanctioned event shall not be permitted.

Proposed Rule: G1.8

Consumption of Alcohol by organisers, competitors and their associates during an NZRCA national events shall not be permitted.

The end shall be after the last lap of the last final.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover. Also gives timings to the end of an event.

Seconded	
For	
Against	
Abstained	
Result	

Remit 10 Capital Model Racers Radio Control Car Club (Remit 10)

Current Rule: G1.9

The following National events may only be held once per calendar year:

- a. Electric On-Road Nationals
- b. I.C On-Road Nationals
- c. I.C Off-Road National Champs
- d. Electric 1/10th Off-Road National Champs
- e. Electric 1/8th and 4wd Short Course Off-Road National Champs

Proposed Rule: G1.9

The following National events may only be held once per calendar year:

- a. Electric On-Road Nationals
- b. I.C On-Road Nationals
- c. I.C Off-Road Nationals
- d. Electric 1/10th Off-Road Nationals
- e. Electric 1/8th and 4wd Short Course Off-Road Nationals

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 11 Capital Model Racers Radio Control Car Club (Remit 11)

Current Rule: G2.4

Rules cannot be changed at a sanctioned meeting unless dispensation has been granted by the NZRCA as per rule 2.2 above. Event organisers can employ a voting process to change rules at their event; however a unanimous decision from the drivers must be obtained.

Proposed Rule: G2.4

Rules cannot be changed at a national meeting unless dispensation has been granted by the NZRCA as per rule 2.2 above. Event organisers can employ a voting process to change rules at their event; however a unanimous decision from the drivers must be obtained

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	

Result	
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Remit 12 Little Forest Raceway (Remit 12)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as G2.5

The NZRCA Health and Safety Officer may (provided 66% majority vote "in favour" of the full NZRCA executive) alter, amend, delete, or introduce any rule that directly impacts the Health and Safety of any NZRCA member, with the rule to change/deletion/inclusion to take immediate effect.

Reason:

The NZRCA executive currently has no power to make necessary changes that directly relate to health and safety issues, and although they can send out guidelines, the power to keep everyone safe should be of high importance.

Seconded	
For	
Against	
Abstained	
Result	

Remit 13 Capital Model Racers Radio Control Car Club (Remit 13)

Current Rule: G4.1

During NZRCA sanctioned events the lap counting is to be done, by means of an efficient and reliable lap counting system, (automatic lap counting systems with transponders is preferred).

Proposed Rule: G4.1

During NZRCA national events the lap counting is to be done, by means of an efficient and reliable lap counting system, (automatic lap counting systems with transponders is preferred).

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 14 Capital Model Racers Radio Control Car Club (Remit 14)

Current Rule: G5.2.1

Drivers will be held accountable for the actions and behaviours of pit crew, friends, relatives or anyone directly associated to them at any NZRCA club or sanctioned events, and any adverse actions or behaviours may result in penalties as outlined in Rule G16 "Inappropriate Behaviour Penalties".

Proposed Rule: G5.2.1

Drivers will be held accountable for the actions and behaviours of pit crew, friends, relatives or anyone directly associated to them at any NZRCA club, major or national events, and any adverse actions or behaviours may result in penalties as outlined in Rule G16 "Inappropriate Behaviour Penalties".

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	

Against	
Abstained	
Result	

Remit 15 Capital Model Racers Radio Control Car Club (Remit 15)

Current Rule: G7.1

All cars at NZRCA sanctioned events will be checked by the nominated Scrutineer.

Proposed Rule: G7.1

All cars at NZRCA national events will be checked by the nominated Scrutineer.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 16 Capital Model Racers Radio Control Car Club (Remit 16)

Current Rule: G8.12

A Frequency Peg Board may be used during uncontrolled and controlled practice for all sanction NZRCA Events. There will be a separate labelled peg for each frequency being used at the event. DSM users will be exempt from pegboard use.

Proposed Rule: G8.12

A Frequency Peg Board may be used during uncontrolled and controlled practice for all NZRCA national events. There will be a separate labelled peg for each frequency being used at the event. DSM users will be exempt from pegboard use.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 17 Capital Model Racers Radio Control Car Club (Remit 17)

Current Rule: G14

G14 PRACTICE SESSIONS FOR SANCTIONED EVENTS

Proposed Rule: G14

G14 PRACTICE SESSIONS FOR NATIONAL EVENTS

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 18 Capital Model Racers Radio Control Car Club (Remit 18)

Current Rule: G14.1

The host club of sanctioned events must provide designated practice times for either:

- a. Individual classes.
- b. Or combine similar classes.

Proposed Rule: G14.1

The host club of national events must provide designated practice times for either:

- a. Individual classes.
- b. Or combine similar classes.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 19 Capital Model Racers Radio Control Car Club (Remit 19)

Current Rule: G15

G15 SEEDING OF HEATS FOR SANCTIONED EVENTS

Proposed Rule: G15

G15 SEEDING OF HEATS FOR NATIONAL EVENTS

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 20 Capital Model Racers Radio Control Car Club (Remit 20)

Current Rule: G15.1

At National and Regional Meetings (Ni & Si) must run a minimum of 2 x 5** minute (**minimum) sessions of controlled practice that is to be used for seeding purposes prior to the start of qualifying with your best consecutive 3 laps counting towards your total time.

Proposed Rule: G15.1

At National events, the host club must run a minimum of 2 x 5** minute (**minimum) sessions of controlled practice that is to be used for seeding purposes prior to the start of qualifying with your best consecutive 3 laps counting towards your total time.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	

Result	
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Remit 21 Hamilton Radio Control Car Club (Remit 21)

Current Rule: G17.2

1/10th scale classes: maximum charge voltage of 8.4 volts.

Proposed Rule: G17.2

to allow high voltage batteries of max voltage of 8.6 volts

Reason:

changing batteries technologies. These batteries are becoming common and proving safe to use.

Seconded	
For	
Against	
Abstained	
Result	

Remit 22 Capital Model Racers Radio Control Car Club (Remit 22)

Current Rule: G17.7

Failure to comply with any of the above at NZRCA sanctioned events shall result in the competitor being disqualified from the event

Proposed Rule: G17.7

Failure to comply with any of the above at NZRCA national, major and club events shall result in the competitor being disqualified from the event

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 23 Taranaki Radio Control Car Club (Remit 23)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as General

Current Rules;

Tyre additives, particularly in EP on road rules are confusing, rules A1.13, A1.17, A22.7 contradict one another. But also, in EP off road B1.10 and in IC on road C8.2, C19.1, C43.5, C45.4.10 and in IC off road D12.1, D12.3, D19.1, D19.5 all need a tidy up to create consistency.

Proposed Rule;

Create a rule in NZRCA General rules banning tyre additives in all classes. Then remove the conflicting contradictory rules in the sections, e.g. EP on road A1.13, A1.17, A22.7, EP off road B1.10 IC on road C8.2, C19.1, C43.5, C45.4.10 and in IC off road D12.1, D12.3, D19.1, D19.5.

Reason:

To standardise terms used, to make it clearer how NZRCA want to ban additives and overall make it simpler for the drivers to understand by having consistent rules.

Seconded	
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For	
Against	
Abstained	
Result	

Remit 24 Taranaki Radio Control Car Club (Remit 24)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as General

Remit 1:

Current Rules;

A20.9 (open), A21.8 (open), A22.7, B15, C8.2, C43.2, D12.1 (open), D19.1 (open), V12.2 (no restrictions).

Proposed Rule;

Control tyres, a general rule needed for the way NZRCA stipulate "control" or for that matter "spec" tyres at NZRCA events are to be managed. If we proceed, we believe we need to standardise wording and potentially remove the tyre rules in the various sections (e.g Rules A17.3, A19.10(MO3??) A20.9 (open), A21.8 (open), A22.7, B15, C8.2, C434.2, D12.1 (open), D19.1 (open), V12.2 (no restrictions)) and only have it in the NZRCA General Rules. An example would be to use the likes of A17.3 or B15 into general rules and write it to cover "control" or "spec" tyres then generalise it to cover all classes.

The final options are open for discussion, it may be better to leave the "open tyre" term in section rules then specify how we control or spec tyres for non-open tyre classes.

Reason:

Reason: To standardise terms used, to make it clearer how NZRCA want control/spec tyres managed and overall make it simpler for the drivers to understand by having consistent rules.

Seconded	
For	
Against	
Abstained	
Result	

EP ON-ROAD RULES

Remit 25 Capital Model Racers Radio Control Car Club (Remit 25)

Current Rule: A1.14

Clubs hosting Outdoor Sanctioned Meetings must make their outdoor tracks available for 2 days immediately before the meeting.

Proposed Rule: A1.14

Clubs hosting outdoor national meetings must make their outdoor tracks available for 2 days immediately before the meeting.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 26 Capital Model Racers Radio Control Car Club (Remit 26)

Current Rule: A1.15

At all sanctioned meetings a certified test weight should be available to ensure that the scrutineering scales are accurate. This weight should be no less than 1000 grams or more than 1700 grams.

Proposed Rule: A1.15

At all national meetings a certified test weight should be available to ensure that the scrutineering scales are accurate. This weight should be no less than 1000 grams or more than 1700 grams.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 27 Capital Model Racers Radio Control Car Club (Remit 27)

Current Rule: A1.9

A driver may enter any and as many classes as they wish at a sanctioned meeting.

Proposed Rule: A1.9

A driver may enter any and as many classes as they wish at a national meeting.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 28 Capital Model Racers Radio Control Car Club (Remit 28)

Current Rule: A3.1

An audible signal or warning is to be given at 30 seconds before start, 10 seconds before the start, then an audible countdown for the last 10 seconds before the starting horn which is to be of a different tone to previous warning signals. During staggered start qualifying races, individual drivers are to be called to start after the starting horn is sounded. At the completion of the race time another audible signal is to be given signifying that drivers are to complete the lap they are on. The last audible signal is to be given once all drivers have finished the race. This is to be the standard at Sanctioned events.

Proposed Rule: A3.1

An audible signal or warning is to be given at 30 seconds before start, 10 seconds before the start, then an audible countdown for the last 10 seconds before the starting horn which is to be of a different tone to previous warning signals. During staggered start qualifying races, individual drivers are to be called to start after the starting horn is sounded. At the completion of the race time another audible signal is to be given signifying that drivers are to complete the lap they are on. The last audible signal is to be given once all drivers have finished the race. This is to be the standard at national events.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 29 Capital Model Racers Radio Control Car Club (Remit 29)

Current Rule: A3.5

Finals Procedures for Sanctioned events will be a grid start, where all cars will start simultaneously.

Proposed Rule: A3.5

Finals Procedures for national events will be a grid start, where all cars will start simultaneously.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 30 Capital Model Racers Radio Control Car Club (Remit 30)

Current Rule: A3.12

Sanctioned meetings may be run under "Reedy/Points" Format, at host clubs discretion. Format is to be a minimum of 2x5min practice runs. followed by a minimum of 6 rounds from which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (As approved by NZRCA).

Proposed Rule: A3.12

National meetings may be run under "Reedy/Points" Format, at host clubs discretion. Format is to be a minimum of 2x5min practice runs. followed by a minimum of 6 rounds from which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (As approved by NZRCA).

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 31 Capital Model Racers Radio Control Car Club (Remit 31)

Current Rule: A4.1

For Sanctioned meetings and Regional/National Championships, in the event of bad weather clubs should take all necessary steps to be able to move the event indoors. If there is no indoor venue available it must be started on the entry form. The decision to move to the indoor venue or abandon the meeting if none is available is to be made by the Race Director and his/her decision is to be final.

Proposed Rule: A4.1

For national meetings, in the event of bad weather clubs should take all necessary steps to be able to move the event indoors. If there is no indoor venue available it must be started on the entry form. The decision to move to the indoor venue or abandon the meeting if none is available is to be made by the Race Director and his/her decision is to be final.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	

Against	
Abstained	
Result	

Remit 32 Capital Model Racers Radio Control Car Club (Remit 32)

Current Rule: A4.2

Any decision made to move the meeting to an indoor venue or abandon the meeting at Sanctioned events or Regional Championships must only be made after the Race Director has consulted with a panel of drivers made up of one representative of each NZRCA member club present.

Proposed Rule: A4.2

Any decision made to move the meeting to an indoor venue or abandon the meeting at national event, must only be made after the Race Director has consulted with a panel of drivers made up of one representative of each NZRCA member club present.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 33 Hawkes Bay Radio Control Car Club (Remit 33)

Current Rule: A6.1

All heats and finals will be of the time duration specified for each class as listed below, plus the time to finish the last lap:

- a. Touring Stock - Five minutes.
- b. Brushless Touring Stock - Five minutes.
- c. Super Stock - Five minutes.
- d. Touring Modified - Five minutes.
- e. M-Chassis - Five minutes.
- f. Formula One - Five minutes.
- g. Pro 10 - Five minutes.
- h. Pro 12 - Eight minutes.

Proposed Rule: A6.1

A6.1 All heats and finals will be of the time duration specified for each class as listed below, plus the time to finish the last lap:

- a. 21.5 Spec Touring - Five minutes.
- b. Super Stock - Five minutes.
- c. Touring Modified - Five minutes.
- d. M-Chassis - Five minutes.
- e. Formula One - Five minutes.
- f. Pro 10 - Five minutes.
- g. Pro 12 - Eight minutes.

Reason:

To bring the naming in line with the rest of the Rules

Seconded	
For	
Against	
Abstained	

Remit 34 Hawkes Bay Radio Control Car Club (Remit 34)**Current Rule: A7**

A7 STOCK CLASS MOTOR SPECIFICATIONS

Proposed Rule: A7

A7. 21.5 Spec Touring Class.

Reason:

This remit would also return the Stock Touring Class to a controlled motor class, Differentiating between the three touring car classes more than just motor turns. This is also the reason for renaming the class as 21.5 Spec Touring Class.

Seconded	
For	
Against	
Abstained	
Result	

Remit 35 Hawkes Bay Radio Control Car Club (Remit 35)**Current Rule: A7.1**

BRUSHED MOTORS: Only permitted motors are unopened, unmodified Johnson 540s or Mabuchi 540s closed can, sealed end bell, brushed, with non-replaceable brushes and bushes. Motors to be supplied from Trevor Brignans Ltd.:

- a. Part No. Mabuchi RS540 standard motor or
- b. Part No. 53689 Johnson RS540 motor.
- c. Part No. Mabuchi RS540SH

Proposed Rule: A7.1

A7.1a Drivers can only use the specified 21.5 Brushless motor as selected by the NZRCA for that year.

A7.1b The specified motor, to be chosen by NZRCA executive will be updated in a regular two yearly cycle using a tender process.

A7.1c The motor selected will be specified for a two 'calendar' year window .

The third year would act as a *crossover, when the newly specified motor would take effect, but the current motor could still be used.

Example:

Motor "A" would be specified for years 2021 & 2022.

Motor "B" would be specified for years 2023 & 2024

Motor "C" would be specified for years 2025 & 2026 etc etc

*During 2023 a driver may continue to use Motor "A".

*During 2025 a driver may continue to use Motor "B".

Reason:

The use of a Spec motor during 2018/2019 years was generally regarded as an unqualified success by Stock Class drivers. It levelled the playing field and took away the need for "motor of the week". It also kept costs down by not being the most expensive motor available. The two-year window is reasonable in terms of technology updates, yet gives bang for buck not having to update every year. The 3rd 'crossover' year makes it more attractive for those on a budget. This remit would also return the Stock Touring Class to a controlled motor class, Differentiating between the three touring car classes more than just motor turns. This is also the reason for renaming the class as 21.5 Spec Touring Class. NOTE: If it goes through, we will need to change the F1 rule to remove the reference to the stock motor

Seconded	
For	
Against	

Abstained	
Result	

Remit 36 Hawkes Bay Radio Control Car Club (Remit 36)

Current Rule: A7.2.1

Motors for Stock Touring class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.

Proposed Rule: A7.2.1

A7.2 Tender criteria

Motor Supplier:

A7.2.1 Cost to NZRCA members must be in region of \$100 - \$130NZ (incl GST)

A7.2.2 Motor must be guaranteed by supplier to be available for 2 years from date of acceptance of tender.

A7.2.3 Successful supplier must hold in stock sufficient product to be readily available for purchase at any time during the nominated 2 year period.

Reason:

The use of a Spec motor during 2018/2019 years was generally regarded as an unqualified success by Stock Class drivers. It levelled the playing field and took away the need for "motor of the week". It also kept costs down by not being the most expensive motor available. The two-year window is reasonable in terms of technology updates, yet gives bang for buck not having to update every year. The 3rd 'crossover' year makes it more attractive for those on a budget.

Seconded	
For	
Against	
Abstained	
Result	

Remit 37 Hawkes Bay Radio Control Car Club (Remit 37)

Current Rule: A7.3

It is the responsibility of the competitor to prove that their motor has the correct number of winds to comply with this rule.

Proposed Rule: A7.3

A7.3 NZRCA Executive:

A7.3.1 NZRCA must make a decision on the Specified motor allowing enough time for the successful supplier to land product in time for the start of the calendar year.

Reason:

To allow enough time for the successful supplier to land product in time for the start of the calendar year.

Seconded	
For	
Against	
Abstained	
Result	

Remit 38 Hawkes Bay Radio Control Car Club (Remit 38)

Current Rule: A8.1

Motors for Super Stock class to be ROAR approved brushless motors with a minimum of 13.5 turns.

Proposed Rule: A8.1

A8.1 Motors for Super Stock class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 13.5 turns.

Reason:

Making the rules more uniform across the Classes.

Seconded	
For	
Against	
Abstained	
Result	

Remit 39 Hawkes Bay Radio Control Car Club (Remit 39)

Current Rule: A8.3

Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Proposed Rule: A8.3

A8.3 Formula One: ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.

Reason:

Making the rules more uniform across the Classes.

Seconded	
For	
Against	
Abstained	
Result	

Remit 40 Little Forest Raceway (Remit 40)

Current Rule: A8.3

Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Proposed Rule: A8.3

Remove Rule

Reason:

Contradicts rule A7.2.2 and intention when A7.2.2 was approved was to delete A8.3 but remit was omitted in 2019.

Seconded	
For	
Against	
Abstained	
Result	

Remit 41 Capital Model Racers Radio Control Car Club (Remit 41)

Current Rule: A8.3

Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Proposed Rule: A8.3

Delete A8.3

Reason:

A7.2.2 & A8.3 contradict each other

Seconded	
For	
Against	
Abstained	

Result	
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Remit 42 Hawkes Bay Radio Control Car Club (Remit 42)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as A8.4

A8.4 Motors for 21.5 Spec Touring Class to be the specified 21.5 Brushless motor as selected by the NZRCA for that year.

Reason:

Making the rules more uniform across the Classes. Placing all the relevant rules together.

Seconded	
For	
Against	
Abstained	
Result	

Remit 43 Hawkes Bay Radio Control Car Club (Remit 43)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as A8.4.1

A8.4.1 Type and brand of ESC used is open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode.

Reason:

Making the rules more uniform across the Classes. Placing all the relevant rules together.

Seconded	
For	
Against	
Abstained	
Result	

Remit 44 Hawkes Bay Radio Control Car Club (Remit 44)

Current Rule: A19.12

Spec Motor and ESC

Hobbywing Stock ESC / 17.5 Motor COMBO. #XR10-JS5-G2. The ESC and motor to be retendered on a 2 year basis

- a. Only permitted motors are unmodified Hobbywing 17.5 (PN 30408006). Motors to be from the Combo Kit #XR10-JS5-G2.
- b. A stock motor run at 8 volts unloaded must draw no more than 1.7 amps.
Any motor which draws close to the maximum allowable current (1.7amps) be subjected to a timing test to ensure it has no more than 35Deg timing.
- c. The battery plug may be changed, however no other component/s relating to the speed controller maybe altered.
- d. The motor wire bullet plugs must be used without modification.

Proposed Rule: A19.12

A19.12 Spec Motor and ESC

Hobbywing Stock ESC / 17.5 Motor COMBO. #XR10-JS5-G2.1

The ESC and motor to be retendered on a 2 year basis.

a. Only permitted motors are unmodified Hobbywing17.5 (PN 30408006 and 30408011).

b. A stock motor run at 8 volts unloaded must draw no more than 1.7 amps.

Any motor which draws close to the maximum allowable current (1.7amps) be subjected to a timing test to ensure it has no more than 35Deg timing.

c. The battery plug may be changed, however no other component/s relating to the speed controller maybe altered

Reason:

The Kit #XR10-JS5-G2 is No Longer Available and the replacement is the #XR10-JS5-G2.1 The only difference is the motor which is now Ver 2.1 Part Number 30408011 I suggest that either the Ver 2 or 2.1 motor can be used in competition until it comes up for tender next year. As the new combo has solder tabs reference A19.12 d can be deleted.

Seconded	
For	
Against	
Abstained	
Result	

Remit 45 Hawkes Bay Radio Control Car Club (Remit 45)

Current Rule: A20.5

Only stock motors as per Rule A7 may be used.

Proposed Rule: A20.5

A20.5 Motors for Formula One class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.

Reason:

Making the new rules more uniform and A7 will change if the 21.5 Spec Touring Class changes

Seconded	
For	
Against	
Abstained	
Result	

EP OFF-ROAD RULES

Remit 46 Manawatu Radio Control Car Club (Remit 46)

Current Rule: B1.7.1

Racers entering NZRCA Sanctioned National events where both stock and modified class options are available, drivers may only enter 1 (one) class per vehicle type (e.g., can only choose 2wd Modified or 2wd Stock etc)

Proposed Rule: B1.7.1

Delete.

Reason:

This rule is contrary to the NZRCA Constitution 2. Objectives. Furthermore we believe it is also reducing entry numbers when we should be encouraging as many people to enter as possible. There should be no restriction to entry for any member in any class, as long as they can meet the requirements of the meeting with marshalling and safety aspects.

Seconded	
For	
Against	
Abstained	
Result	

Remit 47 Capital Model Racers Radio Control Car Club (Remit 47)

Current Rule: B1.7.1

Racers entering NZRCA Sanctioned National events where both stock and modified class options are available, drivers may only enter 1 (one) class per vehicle type (e.g., can only choose 2wd Modified or 2wd Stock etc)

Proposed Rule: B1.7.1

Racers entering NZRCA national events where both stock and modified class options are available, drivers may only enter 1 (one) class per vehicle type (e.g., can only choose 2wd Modified or 2wd Stock etc)

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 48 Capital Model Racers Radio Control Car Club (Remit 48)

Current Rule: B1.11

At all sanctioned meetings a certified test weight should be available to ensure that the scrutineering scales are accurate. This weight should be no less than 1000 grams or more than 1700 grams.

Proposed Rule: B1.11

At all national meetings a certified test weight should be available to ensure that the scrutineering scales are accurate. This weight should be no less than 1000 grams or more than 1700 grams.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 49 Capital Model Racers Radio Control Car Club (Remit 49)

Current Rule: B3.1

An audible signal or warning is to be given at 30 seconds before start, 10 seconds before the start, then an audible countdown for the last 10 seconds before the starting horn which is to be of a different tone to previous warning signals. During staggered start qualifying races, individual drivers are to be called to start after the starting horn is sounded. At the completion of the race time another audible signal is to be given signifying that drivers are to complete the lap they are on. The last audible signal is to be given once all drivers have finished the race. This is to be the standard at Sanctioned events.

Proposed Rule: B3.1

An audible signal or warning is to be given at 30 seconds before start, 10 seconds before the start, then an audible countdown for the last 10 seconds before the starting horn which is to be of a different tone to previous warning signals. During staggered start qualifying races, individual drivers are to be called to start after the starting horn is sounded. At the completion of the race time another audible signal is to be given signifying that drivers are to complete the lap they are on. The last audible signal is to be given once all drivers have finished the race. This is to be the standard at national events.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
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For	
Against	
Abstained	
Result	

Remit 50 Capital Model Racers Radio Control Car Club (Remit 50)

Current Rule: B3.6

Finals Procedures for Sanctioned events will be a grid start, where all cars will start simultaneously.

Proposed Rule: B3.6

Finals Procedures for national events will be a grid start, where all cars will start simultaneously.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 51 Manawatu Radio Control Car Club (Remit 51)

Current Rule: B3.7

Finals starting positions are on grid positions, based on qualifying - fastest in front.

Proposed Rule: B3.7

Finals starting positions are based on the *results from qualifying*, with the fastest/highest qualifier on Grid 1 descending in qualifying order to the maximum number of racers in that heat. The grid order is fixed for the remainder of the meetings regardless of race results.

Lower finals are subject to the same rule with the highest placed qualifier outside of the maximum grid for the previous heat to start on Grid 1.

Reason:

Just tidying up the wording and clarification for lower heats.

Seconded	
For	
Against	
Abstained	
Result	

Remit 52 Capital Model Racers Radio Control Car Club (Remit 52)

Current Rule: B3.8

Grids must be a minimum of 1.5 metres (1.0m for Indoor sanctioned meetings) from front each car to the front the next car. Arrangement of the grid is up to the event organiser's discretion.

Proposed Rule: B3.8

Grids must be a minimum of 1.5 metres (1.0m for Indoor national meetings) from front each car to the front the next car. Arrangement of the grid is up to the event organiser's discretion.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
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For	
Against	
Abstained	
Result	

Remit 53 Manawatu Radio Control Car Club (Remit 53)

Current Rule: B3.11

Finals will be run over a minimum 3 races and points awarded for each result based on placings. Final positions are to be determined by adding a driver's best two points together. In the event of a tie, the next best points for each tied driver is to be used to break the tie. If this still results in a tie, qualifying positions for each driver are to be used to break the tie.

Proposed Rule: B3.11

All A Finals will be run over a minimum 3 races and points awarded for each result based on placings. Final positions are to be determined by adding a driver's best two points together. In the event of a tie, the next best points for each tied driver is to be used to break the tie. If this still results in a tie, qualifying positions for each driver are to be used to break the tie.

Subsequent finals are at the discretion of the organising club.

The Race Director, in the case of *force majeure* shall have the power to reduce or remove the number of lower finals.

Reason:

Currently organisers do not have the ability to reduce the amount of finals. At a National Championship event, we should be aiming to celebrate the champions. If a large number of competitors enter the meeting the event may not finish in a time due to large sub finals. This gives the organising club a option.

Seconded	
For	
Against	
Abstained	
Result	

Remit 54 Capital Model Racers Radio Control Car Club (Remit 54)

Current Rule: B3.13

Sanctioned meetings may be run under "Reedy/Points" Format, at host clubs discretion. Format is to be a minimum of 2x5min practice runs, followed by a minimum of 6 rounds from which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (As approved by NZRCA).

Proposed Rule: B3.13

National meetings may be run under "Reedy/Points" Format, at host clubs discretion. Format is to be a minimum of 2x5min practice runs, followed by a minimum of 6 rounds from which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (As approved by NZRCA).

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 55 Capital Model Racers Radio Control Car Club (Remit 55)

Current Rule: B4.1

For Sanctioned meetings and Regional/National Championships, in the event of bad weather clubs should take all necessary steps to be able to move the event indoors. If there is no indoor venue available it must be started on the entry form. The decision to move to the indoor venue or abandon the meeting if none is available is to be made by the Race Director and his/her decision is to be final.

Proposed Rule: B4.1

For national meetings, in the event of bad weather clubs should take all necessary steps to be able to move the event indoors. If there is no indoor venue available it must be started on the entry form. The decision to move to the indoor venue or abandon the meeting if none is available is to be made by the Race Director and his/her decision is to be final.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 56 Capital Model Racers Radio Control Car Club (Remit 56)

Current Rule: B4.2

Any decision made to move the meeting to an indoor venue or abandon the meeting at Sanctioned events or Regional Championships must only be made after the Race Director has consulted with a panel of drivers made up of one representative of each NZRCA member club present.

Proposed Rule: B4.2

Any decision made to move the meeting to an indoor venue or abandon the meeting at national events, must only be made after the Race Director has consulted with a panel of drivers made up of one representative of each NZRCA member club present.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 57 Little Forest Raceway (Remit 57)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as Fit Between B7 & B8 Existing

B8 13.5T CLASS (2wd & 4wd Buggy Only) MOTOR SPECIFICATIONS

B8.1 BRUSHLESS MOTORS: 540 size (36mm dia x 50mm length) 13.5 turn brushless motors (sensored or unsensored), brand and type are to be EFRA, ROAR or IFMAR approved.

a. Type and brand of ESC used with these is also open, but must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode.

b. It is the responsibility of the competitor to prove that their motor has the correct number of winds to comply with this rule.

Reason:

We propose a 13.5 Blinky class so competitors can get more track time at events and the intent would be as per our remit # 2 where competitors who enter stock can enter 13.5t also, and modified entrants can enter 13.5t but Stock cant enter Modified etc. Competitors who only want to run 13.5t can do so also. From discussions with a large number of competitors over the past 36 months, quite a few who used to race stock and mod said they did so for more track time when travelling to events. Introducing a 13.5t class (2wd and 4wd buggy only) we believe will help increase competitor numbers overall at events as we predict 50% of current stock and modified entrants would enter the new classes along with those who only want to enter 13.5t. We believe within 1-2 years, this class would in fact become the largest class.

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Seconded	
For	
Against	
Abstained	
Result	

Remit 58 Little Forest Raceway (Remit 58)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as B1.7.2

(Subject to 13.5T Class passing)

Racers entering NZRCA National events who enter stock class may also enter 13.5T class. Drivers who enter modified class may also enter 13.5T class.

Reason:

As outlined in remit to introduce the 13.5t class

Seconded	
For	
Against	
Abstained	
Result	

Remit 59 Capital Model Racers Radio Control Car Club (Remit 59)

Current Rule: B14.1

Any type of speed controller may be used, but it must be contained within the car and not protrude through the body shell. For indoor sanctioned meetings, speed controllers must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode.

Proposed Rule: B14.1

Any type of speed controller may be used, but it must be contained within the car and not protrude through the body shell. For indoor national meetings, speed controllers must be either 'Stock Spec' (have no boost/turbo or timing advance programming) or be running in 'blinky' mode.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

Remit 60 Christchurch Indoors Radio Control Car Club (Remit 60)

Current Rule: B14.4

Body must be of an offroad buggy type only.

Proposed Rule: B14.4

Body must be of an offroad buggy type only. Body must cover all chassis, drivetrain, and electrical components between the front and rear shock towers when viewed from above. This excludes slipper clutch spring/adjuster nuts, on vehicles where they are intended to protrude through the body.

Reason:

There is currently no requirement to have a "full body" on the car. due to most vehicles, especially in 2wd classes being mid-mounted, it is important that the cars are fully enclosed between the shock towers. there are currently no rules to enforce this.

Seconded	
For	
Against	
Abstained	
Result	

Remit 61 Christchurch Indoors Radio Control Car Club (Remit 61)

Current Rule: B18.7

Bodies to be of a pickup truck type only.

Proposed Rule: B18.7

Bodies to be of a pickup truck type only (No "truggy" Style Bodies). Bodies are to cover the front and rear shock towers.

Reason:

Stadium trucks are stadium trucks, not Truggies. "Truggy style" bodies which end in front of the rear shock tower and have a seperate wing mount/wing should not be allowed.

Seconded	
For	
Against	
Abstained	
Result	

Remit 62 Christchurch Indoors Radio Control Car Club (Remit 62)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as B18.9 (Or 18.8 if 18.8 can be shifted to 18.9 for consistency)

Stadium Truck wings are to be single element stadium truck style wings only. Wings are to be mounted directly to the body shell, with a maximumspoiler chord of 50mm. Buggy/truggy style wings are not allowed.

Reason:

Stadium trucks are stadium trucks, not buggies. There is a clear advantage to those able to fit buggy wings to truck bodies, and trucks should be brought back in line with the "normal" for a truck, which is a single element folded flat style rear spoiler/wing.

Seconded	
For	
Against	
Abstained	
Result	

Remit 63 Manawatu Radio Control Car Club (Remit 63)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as B21.10

Traxxas 7Cell Nimah Batteries maybe used with a Traxxas SCT (Slash2WD or Raptor) as long as they are used with the kit XL-5 ESC (Part #3018R) and 12T Titan Brushed motor (Part Number#3785).

Reason:

RIR has more 2wd Slash racing than any other car (and mostly kids) and to encourage these members into the 2021 Nationals this would mean they can simply enter with what they have, rather than having to buy more equipment. This combination poses no threat for anyone wanting to win the NZ title, but does allow a large group of new racers to join the National Championship event which should be our aim.

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Seconded	
For	
Against	
Abstained	
Result	

I.C ON-ROAD RULES

Remit 64 Canterbury Radio Control Car Club (Remit 64)

Current Rule: C43.1

Tires must be "production" tires commercially available – hand cut tires or those not available to the general public are not permitted. "Available" is defined as having been sold to consumers a minimum of 30 days prior to the official start of the event.

Proposed Rule: C43.1

Tyres must be "production" tyres commercially available – hand cut tyres or those not available to the general public are not permitted. "Available" is defined as having been sold to consumers a minimum of 30 days prior to the official start of the event. Tyres must be moulded rubber - no foam tyres are permitted in any GT class.

Reason:

A Vote from all of our GT drivers. They do not want foam tires.

Seconded	
For	
Against	
Abstained	
Result	

Remit 65 Capital Model Racers Radio Control Car Club (Remit 65)

Current Rule: C43.2

A controlled tyre is advised, a limit of 2 sets (4 per set) per driver/ competitor per NZRCA sanctioned event. An optional set will be made available for those that have qualified for the event final. All races must be completed on the same tyres used to start each race (qualifying and finals). Tyre changes are not permitted except when a wheel and/or tyre are determined by the race director or an NZRCA official, to be damaged. Excessive tyre wear does not constitute damage.

Proposed Rule: C43.2

A controlled tyre is advised, a limit of 2 sets (4 per set) per driver/ competitor per NZRCA national event. An optional set will be made available for those that have qualified for the event final. All races must be completed on the same tyres used to start each race (qualifying and finals). Tyre changes are not permitted except when a wheel and/or tyre are determined by the race director or an NZRCA official, to be damaged. Excessive tyre wear does not constitute damage.

Reason:

This is to give clarity around License requirements in regards to NZRCA insurance cover.

Seconded	
For	
Against	
Abstained	
Result	

I.C OFF-ROAD RULES

Remit 66 Counties Radio Control Car Club (Remit 66)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as D4.15

For National events, EP & I.C Truggy mains are to be run on Saturday afternoon following qualifying. EP and I.C Buggy mains to be run on Sunday.

In the event of weather delays on Saturday, Truggy mains can be delayed until Sunday based on competitor voting in favour by simple majority.

In the event of negative weather forecast for Sunday, Buggy mains can be run on Saturday based on competitor voting in favour by simple majority.

Reason:

Reason: This is how 8th scale meetings are typically run everywhere else in the world. It allows competitors to focus on single chassis type for each day of mains.

Seconded	
For	
Against	
Abstained	
Result	

LARGE SCALE SPEEDWAY RULES

Remit 67 **Hawkes Bay Large Scale RC Speedway (Remit 67)**

Current Rule: No current rule

Proposed Rule: New Rule to be placed as Q48 - Q61

LATE MODEL SPECIFICATIONS

Q48. GENERAL

- Q48.1 Appearance must resemble full size Late Model Speedway Car
- Q48.2 Must be based on Baja 5B Platform from the following Manufacturers HPI / Rovani Sport / King Motor
- Q48.3 Body is mandatory see body specifications below
- Q48.4 Aluminium upgrade to replace plastic parts permitted
- Q48.5 All measurement for this model are measured from extreme points

Q49 MODEL DIMENSIONS w/BODY FITTED

- Q49.1 MODEL LENGTH w/Body Fitted (OVERALL): Maximum 1200mm
- Q49.2 MODEL WIDTH FRONT: Maximum 510mm
- Q49.3 MODEL WIDTH REAR: Maximum 510mm
- Q49.4 BODY: must be made from Plastic / Aluminium or Fiberglass
- Q49.5 BODY: Maximum thickness of body panel material Plastic 3mm / Aluminium & Fiberglass 1.2mm
- Q49.6 BODY Nose Cone: Must be a Wedge/Top Flared Side Nose Cone unique to a Late Model - Sides of Nose cone sits higher than guards.
- Q49.7 BODY WIDTH FRONT: Maximum 610mm
- Q49.8 BODY WIDTH REAR: Maximum 610mm

Q50 ENGINE

- Q50.1 Minimum engine capacity 28.5cc (29cc) up to Maximum 31.8cc (32cc) as supplied by Zenoah, CY, KM or Rovani
- Q50.2 Engine must remain internally stock, NO internal modifications allowed (No Ported heads or Scavenger plates allowed)
- Q50.3 Air filter and exhaust may be changed (as per modifications outlined below)

- Q50.4 Permitted engines are: Zenoah G320RC / Rovani 32cc or Standard Engines up to 31.8cc
- Q50.5 Reed valve engines are NOT permitted
- Q50.6 Ignition system must remain standard as per engine manufacturer including sparkplug
Leads, mechanically fixed timing coil only.
- Q50.7 Flywheel must remain standard
- Q50.8 Clutch must remain standard as fitted to listed engines 5k to 8k springs
- Q50.9 Aftermarket Pull Start permitted with catch fitted on Flywheel

Q50A ENGINE MODIFICATIONS

- Q50A.1 EXHAUST: Non-standard is permitted and must not be longer than the body, must be
Contained within the body. Side pipes permitted. Engine Noise must not exceed 95DbA
From a distance of 10M from the model. Using an approved measuring device.
- Q50A.2 INTAKE: Carburettor from listed engines only WALBRO WT-603(x), 668, 989, (997), 771,
813, (998), 990 or 1107. Bearing Modification on main shaft allowed. Removal of Choke
Shaft allowed.
- Q50A.3 Non-standard Intake manifold / Air filter are allowed. Maximum length of insulator
Blocks 35mm including gaskets.
- Q50A.4 Spark plug may be changed no restriction
- Q50A.5 Porting and Polishing is NOT permitted (No removal of any material)
- Q50A.6 Gaskets must be paper type (production) and not home made NO copper gaskets
- Q50A.7 Bearings must be of stainless-steel type, NO ceramic material permitted

Q51. DRIVELINE

- Q51.1 Rear wheel drive only
- Q51.2 Locked differentials are NOT permitted
- Q51.3 Multi speed gearbox is NOT permitted
- Q51.4 Axle Extenders permitted

Q52 FRONT AXLE

- Q52.1 Standard as per manufacturer either e-clip or screwed in.
- Q52.2 Extenders Permitted

Q53 CHASSIS

- Q53.1 Must resemble Standard 2 piece as per manufacturer (can be plastic, aluminium or
Carbon fibre)
- Q53.1 Stiffener plate can be fitted to front underside

Q54 NERF AND CRASH BARS

- Q54.1 Front bumper permitted under nose cone of body
- Q54.2 Rear crash bars may be fitted but must stay inside the confines of the body

Q55 BRAKES

- Q55.1 Must be fitted and operational
- Q55.2 Only manufacturer's standard braking system allowed (disc mounted on hex hub of
driveshaft) Upgraded pads and discs allowed
- Q55.3 Four-wheel braking system is not permitted

Q56 SUSPENSION

- Q56.1 Standard length as per manufacturer for 5B Front/Rear
- Q56.2 Shock oil and springs not restricted
- Q56.3 Maximum of 4 shocks only

Q57 WHEELS AND TYRES

Q57.1 Aftermarket copies are allowed but have same dimensions as original (Must be commercially available for the Baja 5B, Maximum 170 x 80mm) Rear Wheels and Tyres are permitted to also be fitted on the Front

Q58 WINGS

Q58.1 Wings are not allowed but rear spoilers fixed and connected all the way along the rear of the body are permitted and must not protrude outside of body

Q59 FUEL / TANK

Q59.1 Fuel = Unleaded / Premium unleaded with oil additive only, no other fuels or additives are allowed

Q59.2 Tank = Must be mounted securely within vehicle

Q60 KILL SWITCH

Q60.1 Must be fitted and operational and may be identified by a blue triangle on body

Q60.2 Third Channel - Remote Kill Switch / Failsafe is mandatory and operational

Q61 RADIO / ELECTRICS

Q61.1 2.4GHz band radio only

Q61.2 'D' boxes/and or gyros are NOT allowed, includes any type of assistance e.g. AVC

Q61.3 ONE only Transponder is to be fitted as near as possible behind front axle

Reason:

by adding the new class this will open up memberships for people who already have engines above 26cc in Baja based cars

Seconded	
For	
Against	
Abstained	
Result	
