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2023 NZRCA AGM - EXECUTIVE COMMITTEE NOMINATIONS

A. President

Nominating Club	Nominated Person
Taranaki Radio Control Car Club	Matthew Banks
Counties Radio Control Car Club	Matthew Banks

B. Secretary

Nominating Club	Nominated Person
Manawatu Radio Control Car Club	Glenn Coles

C. Treasurer

Nominating Club	Nominated Person
Capital Model Racers	Andrew Birdsall

D. Electric On-Road Technical Officer

Nominating Club	Nominated Person
North Harbour	Daryl Maslin

E. Electric Off-Road Technical Officer

Nominating Club	Nominated Person
Manawatu Radio Control Car Club	Luke Prattley

F. I.C On-Road Technical Officer

Nominating Club	Nominated Person
Taranaki	Selwyn Duthie

G. I.C Off-Road Technical Officer

Nominating Club	Nominated Person
Counties Radio Control Car Club	Shane O'Connor

H. Publicity Officer

Nominating Club	Nominated Person
Manawatu Radio Control Car Club	Julian Hardy

I. Large Scale Speedway

Nominating Club	Nominated Person
Capital Model Racers	Ron Groom

J. NZRCS Representative

Nominating Club	Nominated Person
Capital Model Racers	Sean Challis

K. HSE Officer

Nominating Club	Nominated Person



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2024 NZRCA SANCTIONED EVENT NOMINATIONS

A. Electric On-Road Nationals

Club	Date
North Harbour (NHRCCC)	22 nd – 24 th March 2024

B. I.C On-Road Nationals

Club	Date
Canterbury (CRCCC)	16 th – 17 th March 2024

C. Electric Off-Road National Champs

Club	Date
Taranaki Radio Control Car Club	8 th – 10 th March 2024
<i>Manawatu (Raukawa Int. Raceway)</i>	<i>4th – 6th April 2025 (approved at 2022 AGM)</i>

D. I.C Off-Road National Champs

Club	Date
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E. Other (any other event outside those listed above)

Club	Date
Canterbury (CRCCC) South Island Onroad Champs	25 th – 27 th October 2024 (Labour weekend)

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2023 NZRCA AGM - Remits

GENERAL RULES

Remit 1 **Canterbury Radio Control Car Club (Remit 3)**

Current Rule: G15

G15 SEEDING OF HEATS FOR NATIONAL EVENTS

Proposed Rule: G15.1

G15.1

At National events, the host club can either

- (a) Run a minimum of 2x 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.
- (b) Run a single 5** minute controlled practice for seeding purposes
- (c) Reseed drivers after the first round of qualifying
- (d) Seed drivers of the class at the discretion of the Race Director
- (e) Choose not to seed

Reason:

At a big meeting like we had recently at the Electric Nationals. This rule can take a time out of the event that could otherwise mean we could make it shorter or give more time to qualifying. For a controlled tire event it might also mean Drivers might choose not to seed to save tires., however we appreciate that this is a driver choice to do so. Adding some options into the rule gives the Host Club some alternatives to how they should seed the event, and could enable more flow to a race schedule

Seconded	
For	
Against	
Abstained	
Result	

Remit 2 **Hawkes Bay Radio Control Car Club (Remit 10)**

Current Rule: G17.5

Lipo/LiFe batteries may only be charged at a maximum of 1C. **HSE rule as per G1.1**

Proposed Rule: G17.5

Lipo/LiFe batteries may only be charged at a maximum of 10Amps or 2C witch ever is lower. HSE Rule as per G1.1

Reason:

With the large improvements in battery chemistry, it is now very safe to charge lipo batteries at a much greater rate. Batteries will state a safe charging rate of 3C to 5C on them which will equate to a charge rate of nearly 40Amps for a 8000mah battery. If 30 competitors start charging at this rate and have Tyre warmers running this will very quickly overload most current infrastructure at the track. This is why we suggest we limit it at 10Amps. This will also make it much easier to check the correct battery charging rate without removing them from the Lipo sack.

Seconded	
For	
Against	

Abstained	
Result	

Remit 3 Invercargill Radio Control Car Club (Remit 6)

Current Rule: G17.8

The use of LiHV Lipo battery packs is allowed, providing battery charge voltage does not exceed that stated in Rule part G17

Proposed Rule: G17.8

The use of LiHV Lipo battery packs is allowed, providing battery charge voltage does not exceed that stated in Rule part G17. If a driver comes to technical inspection with 4.22 volts per cell or more he is not allowed to start in his next heat/final. When the battery voltage is above 4.20 volts per cell but less than 4.22 the driver is allowed to discharge the battery down to 4.20 volts per cell by accelerating and braking the car while holding it in his hands until the battery voltage is down to 4.20 volts per cell.

Reason:

This addition gives the scrutineer a clear course of action. It will eliminate the use of the track surface to lower the voltage. Copied from ETS rules.

Seconded	
For	
Against	
Abstained	
Result	

Remit 4 North Harbour Radio Controlled Car Club (Remit 2)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as G18

GENERAL RULES

G18 CONTROL / SPEC TYRES GUIDELINES, FOR NZRCA EVENTS

G18.1 CONTROL TYRES ARE CONTROLLED BY THE HOST CLUB FOR EACH ENTRY.

G18.1A CONTROL TYRES ARE NOMINATED BY HOST CLUB AND ANNOUNCED AS SOON AS POSSIBLE PRIOR TO ENTRIES FOR THE EVENT BEING OPEN. THE CONTROL TYRE MUST BE A SINGLE BRAND SHORE/COMPOUND INSERT AND WHEEL PER CLASS. (CLASSES THAT RUN FOAM TYRES, A SINGLE SHORE PER CLASS MUST BE NOMINATED)

G18.1B CONTROL TYRES WHERE POSSIBLE SHOULD BE A PRE-MOUNTED TYRE AND SUPPLIED AS A SET OF 4.

G18.1C THE COST OF THE CONTROL TYRE TO BE INCLUDED IN THE ENTRY FEE FOR THE EVENT

G18.1D HOST CLUB CAN NOMINATE PER CLASS HOW MANY SETS WILL BE USED OVER THE EVENT

G18.1E CONTROL TYRES NEED TO CLEARLY MARKED WITH AN IDENTIFICATION LABEL.

G18.1F CONTROL TYRES WHERE POSSIBLE SHOULD BE A PRE-MOUNTED TYRE AND SUPPLIED AS A SET OF 4.

G18.1G HOST CLUB MUST HAVE A SAFE STORAGE PLACE FOR TYRES DURING THE EVENT.

G18.1H CONTROL TYRES MUST BE USED AT THE START OF THE EVENT (CONTROLLED PRACTICE ROUND 1)

G18.1I CONTROL TYRES ARE THE RESPONSIBILITY OF THE ENTRANT; THEY MUST BE RETURNED TO RACE CONTROL AT THE END OF EACH DAY ONCE COMPETITION HAS COMMENCED.

G18.1J SHOULD A WHEEL / TYRE BE DAMAGED DURING COMPETITION. THE RACE DIRECTOR HAS FINAL CALL WEATHER OR NOT THE WHEEL / TYRE CAN BE REPLACED AND IF ONLY THE DAMAGED WHEEL / TYRE IS REPLACED OR A FULL SET IS NEEDED.

G18.1K AT THE COMPLETION OF THE EVENT, COMPETITORS DO NOT NEED TO HAND THE TYRES BACK.

G18.1L NZRCA CLASSES THAT HAVE CLASS SPECIFIC TYRE OR WHEEL RULINGS MUST ALSO FOLLOW THIS GUIDELINE IF THE EVENT IS ANNOUNCED AS A CONTROLLED TYRE EVENT..

G18.2 SPEC TYRES

G18.2A SPEC TYRES ARE NOMINATED BY HOST CLUB AND ANNOUNCED AS SOON AS POSSIBLE PRIOR TO ENTRIES FOR THE EVENT BEING OPEN. THE SPEC TYRE MUST BE A SINGLE BRAND SHORE/COMPOUND INSERT AND WHEEL PER CLASS. (CLASSES THAT RUN FOAM TYRES, A SINGLE SHORE PER CLASS MUST BE NOMINATED)

G18.2B COMPETITORS ARE FREE TO USE USED SETS FOR THE EVENT, BUT THEY MUST BE ABLE PROVE THAT THE TYRE / WHEEL / INSERT MEETS THE EVENTS SPECIFICATION.

G18.2C HOST CLUB CAN NOMINATE PER CLASS HOW MANY SETS WILL BE USED OVER THE EVENT.

G18.2D AT ALL TIMES THE COMPETITOR MUST BE ABLE TO SHOW THAT THEIR TYRES MEET THE SPECIFICATION FOR THE GIVEN EVENT.

G18.2E SPEC TYRES MUST BE PRESENTED FOR MARKING AT SCRUTINEERING.

G18.2F SPEC TYRES MUST BE USED AT THE START OF THE EVENT (CONTROLLED PRACTICE ROUND 1)

G18.1G SHOULD A WHEEL / TYRE BE DAMAGED DURING COMPETITION. THE COMPETITOR IF WISHING TO USE AN UNMARKED SET AS A REPLACEMENT, MUST HAVE SCRUTINEERING MARK THE REPLACEMENT WHEEL/TYRE OR SET OF TYRES. ONCE THE RACE DIRECTOR HAS GIVEN HIS APPROVAL FOR THE CHANGE.

G18.2H NZRCA CLASSES THAT HAVE CLASS SPECIFIC TYRE OR WHEEL RULINGS MUST ALSO FOLLOW THIS GUIDELINE IF THE EVENT IS ANNOUNCED AS A SPEC TYRE EVENT.

Reason:

Remove confusion around a Control Tyre or a Spec Tyre, and how they are handles at NZRCA Events.

Seconded	
For	
Against	
Abstained	
Result	

EP ON-ROAD RULES

Remit 5 North Harbour Radio Controlled Car Club (Remit 1)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as A3.13

A3.13

National meetings may run under “progressive finals” at host clubs discretion. This must be announced in the info pack at time of entry. Progressive finals allow all competitors an equal chance to win the top prize without being stuck in a lower final.

A3.13a Qualifying will be 3x 5-minute rounds of staggered start grouped heats as per Rule A3.4. with round 1 being a random call start order. Fastest single time counts.

A3.13b Top Ten Shootout – Host club may wish to run top 10 shootout for the fastest 10 per class, run over 5 laps fastest 3 laps, set the top 10 starting grid. – should a car fail to finish they will start from the back of the “A” group. This would be run after qualifying is completed. The host club can nominate a single class or all classes to run a Top 10 ShootOut.

A3.13c Finals – a minimum of 6 Rounds of Finals will be run. Dependent on numbers will consist of A B and C etc groupings. Round one is set via qualifying results (A group maybe set by Top 10 ShootOut for round 1) each class can be either a time v laps or a set number of laps per class, this must be consistent for all rounds. Subsequent rounds are based on the classes over all results, and are re-seed, based on the individual results for that class.

A3.13d all finals starts are as A3.5

A3.13d Results are cumulative laps v time, with a single drop round. Tie Break is fastest Laps V Race Time, then next laps V Time.

Reason:

Alternative Championship Race Schedule. * More Actual Racing, and less qualifying. * Does away with the need for Seeding. * Drivers who have a poor qualifying can still challenge for the top spot.

Seconded	
For	
Against	
Abstained	
Result	

Remit 6 Hawkes Bay Radio Control Car Club (Remit 11)

Current Rule: 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:

- 2023 - 2024 = *Tendered specified motor only to be allowed*
- End of 2024 - NZRCA Executive to re-tender specified motor for 2024
- 2025 = *crossover year (2023 & 2024 motors allowed)*
- 2026 - 2027 = *Tendered specified motor only to be allowed*

Proposed Rule: 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: 2022 – 2023 = Tendered specified motor only to be allowed.

End of 2023 – NZRCA executive to re-tender specified motor for 2024.

2024 = crossover year (2023 and 2024 motors allowed)

2025 – 2026 = Tendered specified motor only to be allowed

Reason:

Clarifying the changeover years for the Stock motor. (we have had the R1 for the required 2 years even with the Covid interruption. I am informed that the stock is very low. Good time for a fresh new motor before the major events.)

Seconded	
For	
Against	
Abstained	
Result	

Remit 7 Invercargill Radio Control Car Club (Remit 4)

Current Rule: No current rule

Proposed Rule: New Rule to be placed as A13.5

Wing for TCR FWD to be the wing supplied with the body.

Reason:

Scale appearance.

Seconded	
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For	
Against	
Abstained	
Result	

Remit 8 Invercargill Radio Control Car Club (Remit 5)

Current Rule: A14.1

Foam bumpers may be fitted. When viewed from any direction, no part of the bumper may extend outside the body shell.

Proposed Rule: A14.1

Foam or **3D printed** bumpers may be fitted. When viewed from any direction, no part of the bumper may extend outside the body shell

Reason:

Some bumpers are now of this style of construction.

Seconded	
For	
Against	
Abstained	
Result	

Remit 9 Hawkes Bay Radio Control Car Club (Remit 9)

Current Rule: A19.2

Cars must be assembled as per instruction manual and no chassis modifications or chassis lightening is allowed, except for minor grinding on the M07 for clearance of the brushless motor wire tabs.

Proposed Rule: A19.2

A19.2 Cars must be assembled as per instruction manual, and no chassis modifications or chassis lightening is allowed.

A19.2.1 minor grinding on the M07 for clearance of the brushless motor wire tabs is allowed.

A19.2.2 Rotating the servo by 180 Degrees and direct connection from the steering linkage to the Servo Horn is allowed on the M08. K1, K2 and K8 may be disregarded.

Reason:

Simply eliminating 3 parts creates a more user-friendly & competitive kit (compared to the rather vague steering if built as per the manual). No extra parts are required to perform this modification. It's a current model making it easier to get parts. The M08 is RWD, which is popular with drivers wanting authenticity. It can be built to the shorter 210 wheelbase therefore allowing use of a much greater variety of scale bodies. The change does not make it an instant World Beater.

Seconded	
For	
Against	
Abstained	
Result	

Remit 10 Hawkes Bay Radio Control Car Club (Remit 8)

Current Rule: A19.10

Spec Tyre & Wheel combo

Only RIDE 60mm SC36m Pre-Glued Rubber Tire 2 pcs w/ White Rim for 1/10 M-Chassis Part #26300 are allowed.

Proposed Rule: A19.10

Spec Tyre & Wheel combo Only Ride MT36R Hi-Mid Temp High Grip Tires (2 pcs) Pre-Glued Rubber Tire 2 pcs w/ White or Black Rim for 1/10 M Chassis Part #26300/W or Part #26300/B are allowed.

Reason:

This new Ride Mini tire combo will be available going forward.

Seconded	
For	
Against	
Abstained	
Result	

Remit 11 Hawkes Bay Radio Control Car Club (Remit 7)

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 Hobbywing17.5 (PN 30408006 and 3048011).
- 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.

Proposed Rule: A19.12

A19.12 Spec Motor for Mini will be a HobbyWing Justock 17.5 FTM G2.1 #30408011 (older versions may be used)

A19.12.1 Newer versions of the Justock 17.5 FTM will be eligible from Jan 1 of the following year.

A19.13 Spec ESC will be the Hobbywing 30112003 XERUN XR10 Justock (older versions may be used)

A19.13.1 Newer versions of the Hobbywing XERUN XR10 Juststock will be eligible from Jan 1 of the following year.

Reason:

With the ever-changing versions, this will allow for a smoother transition without special allowances to be made each time.

Seconded	
For	
Against	
Abstained	
Result	