



Proposals 2019

Proposal: Schumacher Block tyres (Yellow and Blue compounds) are added to the list of eligible tyres please. The current rear axle control tyres work perfectly well. Schumacher Yellow and Ballistic Buggy Greens being the most popular. Ideally, we can all help in reducing the cost of racing and while those fighting for A and B final positions are more likely to spend the same or more money to pursue better results, the Block Tyres are likely to provide less wear and therefore reduced costs for those entering or are relatively new to the hobby. It gives people still finding their feet in the world of racing whether newbie or juniors (and their parents) one less thing to worry about. It's unlikely to change anything for most, but (hopefully) provides a cheaper longer lasting option for some.

Proposed by Mike Carberry, Seconded by Russell McClung.

Proposal: Clubs can specify one option tyre in addition to the list of eligible tyres, to be used at their round. The option tyre choice must be circulated to racers in the info email sent out by the clubs, normally a couple of weeks in advance of the meeting.

Proposed by Colin McCaffery, Seconded by Gary Dunn.

Proposal: I would like to propose the addition of end of year trophies or medals for 2nd and 3rd place juniors. It's vital to provide as much encouragement to the future generations of our sport.

Proposed by Russell McClung, Seconded by Mike Carberry.

Proposal: Trucks to be a proper championship class with end of year trophies etc.

Proposed by Gary Dunn, Seconded by Colin McCaffery.

Proposal: Propose that trucks have a fully-fledged championship series, with trophy for winner.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: I would like to propose for that SORC AGM that consideration is given to dropping the trucks as a class at the SORC. The reasoning for this is, Trucks are a support class and there is a worry that it could be detrimental to the core classes of 2wd and 4wd buggies. With increasing numbers taking part in the series, at times there has been a waiting list for the buggy classes caused by running one or at times two truck heats. I feel the series would be better focusing on buggy racing and not cramming too much into the day and potentially turning buggy racers away.

Proposed by Russell McClung, Seconded by Mike Carberry.

Proposal: No mixed heats in trucks, i.e. only Stadium trucks in heat or SCT in heat. Minimum of 6 trucks.

Proposed by Colin McCaffery, Seconded by Gary Dunn.

Proposal: Drop the F grade prize giving between qually and finals. Instead, give out choccy prize to the winner of each final as they come down off the rostrum.

Proposed by Gary Dunn, Seconded by Colin McCaffery.

Proposal: With 4 clubs wanting to host rounds, each club should get 2 rounds each if they are willing, best 6 of 8 to count.

Proposed by Gary Dunn, Seconded by Colin McCaffery

Proposal: Racing format to stay as 4 and 1, however, start racing at 8.30/9.00am. Scrap practice and instead add 2 minutes before the start of each heat in round 1 only. These warm up laps will give track familiarisation and sort out any PT issues. This will save lots of time, along with scrapping F grade prize giving, it should mean we all get home at a more reasonable time.

Proposed by Gary Dunn, Seconded by Colin McCaffery.

Proposal : Tracks should kept to a sensibly sized area with marshalling positions in mind, so that marshals are not running 20 seconds to get to a car and really affecting the cars race.

Proposed by Gary Dunn, Colin McCaffery

Proposal : A rostrum that is low, which makes gauging the distance at the furthest point at eye level should be amended.

Proposed by Gary Dunn, Seconded by Colin McCaffery.

Proposal: Track width should be a minimum of 2.4m although it is recommended to be 3m. Any jumps or features should also be a minimum of 2.4m. This makes sense as a sheet of ply comes in 2.4m length. This is already the rule anyway.

14. THE TRACK

14.1 Safety procedures as detailed in General Rules 6, 8 & 9 must be adopted.

The rostrum and steps must be of sound construction. The design of steps should conform to recognised dimensions. Guard rails of suitable strength and position must be in place.

14.2 Tracks will be laid out so that there are no hidden areas when viewed from the driver's rostrum area.

14.3 Track markings must be placed to define the track lay-out and to minimise any corner cutting.

14.4 Tyres will not be used to define the track at BRCA National and Regional Sanctioned events.

14.5 At all National format events outdoors, tracks will be a minimum of 3 metres wide and minimum 130 metres in length.

14.6 At Sanctioned events, other than Nationals, it is recommended that tracks are a minimum of 3 metres wide, but must be a minimum of 2.4 metres wide.

14.7 The straight for starting finals, will be a minimum of 20 metres long, with no obstructions, including any form of jump, sudden rise or fall.

14.8 Start and finish lines must be marked. A 'penalty line' must be marked 2 metres in front of and parallel with the qualifying start line.

14.9 All tracks will have a designated 'pull-off' area for cars that have completed a race.

14.10 At all National events, there will be a designated 'stop go' penalty area.

14.11 All finals will have staggered grid starts at 2 metre intervals and two rows of cars. The top qualifier will choose which side of the grid they wish to start from.

14.12 The track will be closed to any kind of use, whether for race events or practice, by anyone, including the club's own members, for the whole of the seven day period immediately prior to the commencement of a National event, including all of the previous weekend.

Any competitor proved to have contravened this ruling will be excluded from the designated National event or if proof is registered after the National event then all points from that event will be deleted. For Regional sanctioned events, the closure period (for any use) will be the whole of the five day period immediately prior to the Regional event. Regions can decide if this rule is adopted.

Proposed by Gary Dunn, Seconded by Colin McCaffery

Proposal : If anyone is running back to back classes, it should be up to the host club to arrange a marshal or amend the heats to eliminate back to back races for the competitors.

Proposed by Gary Dunn, Seconded by Colin McCaffery

Proposal: Races should be commentated on separately to being refereed. The referee should watch driving standards, advise slower cars when the lead cars are closing on them, and hand out penalties from the rostrum to the drivers. There is no need for a mic a laptop or times to be displayed to a referee, he should be watching the driving, not a screen. (Walkie-talkies should be used to ask race control who is leading when cars are close together or approaching, is that not why we bought them?) The race director or a willing commentator, can give race commentary and instruction to the pits etc. from race control.

Proposed by Colin McCaffery, Seconded by Gary Dunn.

Proposal: Not every club has 2 laptops or p.a.systems, so in those instances the referee can stand and look at a monitor at race control. And if the person running race control want to commentate then he can to help the referee out. The referee is only watching driving standards and moving back markers to let lead cars through. If cars 4 and 5 are having good battle the commentator can talk about that while the referee is watching the rest of the cars.

Proposed by Gary Dunn, Seconded by Colin McCaffery

Proposal: Referee should be able to communicate with drivers only, or all PITS via PA system ie 2 amps required.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: Referees must be supplied with laptop with drivernet on a laptop, referees must be situated either on the rostrum with the drivers or immediately adjacent to rostrum. Note, this no different to current agreement, but has a little extra detail.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: No more 1 or 2 car finals. For the lower finals. Minimum 5 car finals. The lower final move the add additional drivers to suit with a maximum of 12 drivers, saves 20 mins at end of day, F final 3 cars ,E final 10 cars, D final 10 cars, will look E final 12 cars, D final 11 cars.

Proposed by Gary Dunn, Seconded by Mark Furby.

Proposal: Track surface to be of a reasonable standard. Yes clubs will run throughout the year, but the last thing we want to race on are worn out inconsistent tracks that have had 10,000 laps run on it.

Proposed by Gary Dunn, Seconded by Colin McCaffery.

Proposal: Tracks should be contained with safety barrier, marshals only within this safety barrier. Note, this is a current BRCA requirement so perhaps a reminder rather than a rule.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: To ensure meetings run to time, 2 computers should run the meeting. Computers are very cheap these days and this will help with maintaining a schedule.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: SORC to purchase a laptop to use as a backup should a club computer have a meltdown during a meeting.

Proposed by Colin McCaffery, Seconded by Jason Birch.

Proposal: Time keeper will control marshal change overs.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: Clubs which fail to supply the basic requirements for a regional meeting i.e. 3m track, race officials (race director, time keeper) , rostrum which is safe and can facilitate 10 drivers, referee (with drivernet pc & PA) on rostrum or immediately adjacent will forfeit 50% of race fee paid from the SORC. Note, this shouldn't be hard to meet as it's been a basic requirement for years.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: 12 cars per heat. 12 car finals. Rostrums to fit 12 drivers. Entries will be open for payment on the Monday after each previous round. Round 1 booking in will open 1 month prior to the meeting. Priority will be given to drivers booking in before the start of the series for at least enough rounds to count ie 6 from 8. These block booked entries will be charged at £10 plus £2.50 for each additional class per meeting for adults and £5 per days racing for juniors for as many classes as they want. No refunds will be given and no transfer of race fees to the next race. If booking in to each race separately, booking in will close 7 days before the coming race and priority will be as payment is received. After this time, or on the day, entry will be charged if available at £15 for 1 class and £5 per additional class. Juniors will be £10 for as many classes as they wish. A reserve list for each class will also operate on a first paid basis, refunds will be given for unsuccessful reserves.

Proposed by Colin McCaffery, Seconded by Gary Dunn.

Proposal: Booking in - Maximum of 12 heats.

Entries will be open for payment on the Monday after each round.

Drivers will have priority to book in (paid entry is a confirmed entry) for 72 hours as per current championship position, thereafter it's as payment is received.

Round 1 booking in will open 1 month prior to meeting.

Drivers that get a confirmed entry can only transfer payments to another round if the meeting they are moving from is full.

Entries are closed 9 days before each round, entries after this time will be £15 for 1 class, and £5 per additional class if multiple classes are entered.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: Abilities should be calculated from ftq after qualifying is complete. Suggest we recalculate 2018 meetings to update. Note, this was an anomaly noted during 2018 season.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: We add a standby date in case a round is cancelled and needs to be moved, that way we maintain counting rounds.

Proposed by Derek Kerr, Seconded by James Collins.

Proposal: It's not a requirement, but clubs should look to ensure that the rostrum is covered for SORC meetings.

Proposed by Derek Kerr, Seconded by James Collins.

A.O.B.

Discuss: We have the potential for a wheelchair racer in 2019, can all clubs cater for this person at a SORC meeting.

Discuss: Heat seeding. This has provoked a few comments, but no alternative provided. Whatever we decide to do should be clarified and explained to the drivers.