



PRESIDENT
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2016 NZRCA AGM AGENDA

1. Meeting Open 11:15am
2. Welcome
Murray Macdonald welcomed everyone to the meeting
3. Apologies
Selwyn Duthie, Mark Bidlake, Trevor Reid, Roger Van Dorsen, Trevor Reid, Shane O'Connor, Shane Merrall (Moved by Russell Mahony, 2nd Chris O'Connor) Passed unanimously
4. Minutes from last AGM
Minutes read and acceptance (Moved by Chris O'Connor, 2nd Russell Mahony) Passed unanimously
5. Matters Arising
No matters from previous minutes
6. Correspondence
Letter from Selwyn Duthie – (Selwyn Duthie Letter.PDF attached) (Moved by Edwin Pibal, 2nd Amber Kendall) Passed unanimously
7. Financial Report
Richard Price present financial report to meeting. (Financial Statements, for the Year Ended 31st August 2016.PDF attached) (Moved by Richard Price, 2nd Matt Banks) Passed unanimously
8. Presidents Report
Murray Macdonald presented financial report to meeting (NZRCA Presidents Report 2016.PDF attached) (Moved by Murray Macdonald, 2nd Edwin Pibal) Passed unanimously
9. Election of Officers
Appendix 1 - See Attached Nominations for the following positions:
10. Events
Appendix 2 Below
11. Remits
Appendix 3 Below
12. Setting of Annual Fees
Matt Banks moves that fees remain as current. Russell 2nd – Passed unanimously
13. General Business

North Harbour RC car Club would like to Table a discussion on Scrutineering.

Currently our rules do not state at which point scrutineering is to take place, normally it is done at the completion of a heat or a final,

What we would like to discuss is whether or not we hold on the pre checks (wings weights, blinky etc) before the cars hit the track, and then after the finals are run the top 3 cars go through a full technical inspection, plus one random car from that race.

The Idea behind this, will mean marshals are out faster after their race, and the cars are at proper spec before the race, and its in keeping with the trend that is happening globally.

General discussion around this was held. No conclusion was made except every effort should be made to try and make blinky checking etc as quick as simply as possible and race directors need to be more forceful with the rule of marshals not getting out to the track after their race. If racers don't marshal, race directors to use the rules to issue punishments.

Little Forest Raceway Remit 5: Club Name Change

Current Club Name: Kaipara Radio Control Car Club

Proposed Club Name: Little Forest Raceway

Reason:

- Little Forest Raceway was originally the Kaipara Club. Kaipara Club was a club without a home and Little Forest Raceway was a track without association to the NZRCA. The 2



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combined and all assets of Kaipara were provided to the track and has been running as Kaipara – Little Forest Raceway since August 2014. The time has come to remove the Kaipara from our name and become just Little Forest Raceway.
Passed unanimously

Richard Price has submitted Open letter to NZRCA AMG 2016 – strategy Statement for 2017.
(Open Letter to NZRCA AGM 2016 - Strategy Statement for 2017.PDF attached)

Murray discussed issues currently related to Indoor Carpet racing. People go to “x” shop, purchase a car, show up to a indoor venue and get asked to spend 1-2 hours setting up the track before being given up to 1 hour practice (practice time shared across all entrants). Then they get 3 x 5min races per race day before being asked to help packup and then come back one month later. No access to the track between race days and very little track time on club days is a concern that Murray thinks is not helping grow new members.
A lot of discussion was held about clubs and how they try to attract new members and then keep them. No conclusion was made on any of the above except that clubs need to try and come up with ways to keep new people coming along, while also retaining existing members.

Chris O'Connor has worked on a Health and Safety document that will be passed on to Murray in the next week for comment before being distributed to all clubs. The aim of the Health and Safety will be to keep things as simply as possible while ensuring we do things correctly in regards to Health and Safety. Drivers will be expected to physically sign in at events was one of the points Chris made to the meeting.

Canterbury discussed what is the criteria for offering a demonstration class at a National event. As per previous events, they were advised they need to apply to the NZRCA to offer a demonstration class and if approved, the class is to be a demonstration only with no trophies or certificates.

14. Close Meeting
Meeting closed at 3:48pm



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Appendix 1

2016/ 2017 NZRCA EXECUTIVE COMMITTEE NOMINATIONS

A. President

Club	Nominated Person
Bay of Plenty / Hamilton	Murray Macdonald - Elected

B. Secretary

Club	Nominated Person
Little Forest Raceway (Kaipara)	Scott Kendall - Elected

C. Treasurer

Club	Nominated Person
Counties	Richard Price - Elected

D. Electric On-Road Technical Officer

Club	Nominated Person
Capital Model Racers	Glen Nilsen - Elected

E. Electric Off-Road Technical Officer

Club	Nominated Person
Hawkes Bay	Chris O'Connor
Little Forest Raceway (Kaipara)	Shane O'Connor - Elected

F. I.C On-Road Technical Officer

Club	Nominated Person
Taranaki	Selwyn Duthie
Canterbury	Shane Merrall - Elected

Murray passed on a personal thanks to Selwyn for all of his help over the years and appreciates all the work he has done for the NZRA.

G. I.C Off-Road Technical Officer

Club	Nominated Person
Canterbury	Trevor Winter - Elected
Little Forest Raceway (Kaipara)	Shane O'Connor

H. Publicity Officer

Club	Nominated Person
Little Forest Raceway (Kaipara)	Amber Kendall - Elected

I. Licence Secretary

Club	Nominated Person
Bay of Plenty	Amy Joblin - Elected

Murray put to the meeting that the NZRCA executive instate a new position on the executive board in the role of Health and Safety Officer. (Moved by Murray Macdonald, 2nd Matt Banks)

J. Health and Safety Officer

Club	Nominated Person
Nominated – Amber Kendall	Chris O'Connor - Elected

[Voting papers to be destroyed \(Moved by Edwin Pibal Moved, 2nd Chris O'Connor\)](#)



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Appendix 2

2017 NZRCA SANCTIONED EVENT NOMINATIONS

A. Electric On-Road Nationals

Club	Date
Canterbury Radio Control Car Club	10-12 Feb 2017
Capital Model Racers	10-12 Feb 2017 - Passed

B. I.C On-Road Nationals

Club	Date
Canterbury Radio Control Car Club	17-19 Feb 2017 - Passed

C. Electric Off-Road National Champs

Club	Date
Harewood Radio Control Car Club	Withdrawn on 22nd August by Harewood Committee
Little Forest Raceway (Kaipara)	26 – 28 May 2017 (Indoor Dirt Track) - Passed

D. I.C Off-Road National Champs

Club	Date
Capital Model Racers	Withdrawn on 23rd September by CMR Committee
TRCCC Considering hosting and will advise	

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

Club	Date
Canterbury Radio Control Car Club	South Island Champs, Labour Wkend Oct 2017 - Passed
Little Forest Raceway (Kaipara)	Withdrawn



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Appendix 3

2016 NZRCA AGM REMITS

REMIT 1: Remit 20: Taranaki

Current Rule: G1.2

G1.2 The Race Director will be in control of driving standards, interference decisions, protests, rule applications etc, and will be appointed by the NZRCA for National Events and may not be a competitor at the event. With the NZRCA.

Proposed Rule: G1.2

G1.2 The Race Director will be in control of driving standards, interference decisions, protests, rule applications etc, and will be appointed by the Club in consultation with the NZRCA **and may not be a competitor of the event.**

Reason:

NZRCA struggled to find race directors earlier this year so we suggest to take it back to how it was in the 2015 rules, a request for additional altered wording was added last year at the AGM but was not carried out through the right procedure so was not followed through with.

Seconded	12
For	20 12 15 23 14 22 5 8 3 21 11 4 2 12 9 16 18 7
Against	
Abstained	
Result	Passed

REMIT 2: Remit 3: Canterbury

Current Rule G1.2

The Race Director will be in control of driving standards, interference decisions, protests, rule applications etc, and will be appointed by the NZRCA for National Events and may not be a competitor at the event with the NZRCA

Proposed Rule Change G1.2

Etc,... And if the hosting club cannot supply a race director then it will be appointed by the NZRCA for National Events and may not be a competitor at the event with the NZRCA.

Reason:

Logistically easier to organise a race director.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 3a: Remit 1: Little Forest Raceway

Current Rule:

- G1.10 Major events shall be held according to the following dates:
- a. Electric On-Road Nationals First 2 weeks in February
 - b. I.C On-Road Nationals Last 2 weeks in February



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- c. I.C Off-Road National Champs First 2 weeks in March
- d. Electric Off-Road National Champs Last 2 weeks in March

Proposed Rule:

- G1.10 Major events shall be held according to the following dates:
- a. Electric On-Road Nationals – ~~Dates to be revised~~
 - b. I.C On-Road Nationals – ~~Dates to be revised~~
 - c. I.C Off-Road National Champs – ~~Dates to be revised~~
 - d. Electric 1/10th Off-Road National Champs – ~~Dates to be revised~~
 - e. Electric 1/8th and 4wd Short Course Off-Road National Champs – ~~Dates to be revised~~

Reason:

- 1/10th and 1/8th EP cars should be run on separate tracks at their own stand alone events. Tracks tend to be suitable for 1/10th only or 1/8th only and at the moment one scale is always compromised by the host club trying to cater for both.
- Dates need to be revised for when events are hosted as having all national meetings within a 2 month period is great for weather purposes, but limits racers travelling to events as they are all too close together.
- Short Course vehicles should be run with 1/8th vehicles due to size, weight and power plants allowed.

Remit 3 split and amended. Remit 3a: To separate the Nationals for 1/10th classes (included 2wd SC Truck) and 1/8th Buggy/Truggy and 4wd SC Truck

Seconded	21
For	20 14 22 13 15 8 21 4 9 18 16
Against	11 12
Abstained	23 7
Result	Passed

REMIT 3b: Remit 1: Little Forest Raceway

Current Rule:

- G1.10 Major events shall be held according to the following dates:
- a. Electric On-Road Nationals First 2 weeks in February
 - b. I.C On-Road Nationals Last 2 weeks in February
 - c. I.C Off-Road National Champs First 2 weeks in March
 - d. Electric Off-Road National Champs Last 2 weeks in March

Proposed Rule:

- G1.10 Major events shall be held according to the following dates:
- a. Electric On-Road Nationals – Dates to be revised
 - b. I.C On-Road Nationals – Dates to be revised
 - c. I.C Off-Road National Champs – Dates to be revised
 - d. Electric 1/10th Off-Road National Champs – Dates to be revised
 - e. Electric 1/8th and 4wd Short Course Off-Road National Champs – Dates to be revised

Reason:

- ~~1/10th and 1/8th EP cars should be run on separate tracks at their own stand alone events. Tracks tend to be suitable for 1/10th only or 1/8th only and at the moment one scale is always compromised by the host club trying to cater for both.~~
- ~~Dates need to be revised for when events are hosted as having all national meetings within a 2 month period is great for weather purposes, but limits racers travelling to events as they are all too close together.~~



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~~Short Course vehicles should be run with 1/8th vehicles due to size, weight and power plants allowed.~~

Remit 3: split and amended. Remit 3b Moved to remove set dates for all National events so host clubs apply for any date to host meetings. Add wording to rulebook to be that any nationals may only be held once per calander year.

Seconded	2
For	22 14 15 5 8 3 20 21 4 2 12 9 16
Against	13
Abstained	23 7 18 11
Result	Passed

REMIT 4: Remit 1: Nelson

Current Rule G1.10

Major events shall be held according to the following dates:

- a. Electric On-Road Nationals First 2 weeks in February
- b. I.C On-Road Nationals Last 2 weeks in February
- c. I.C Off-Road National Champs First 2 weeks in March
- d. Electric Off-Road National Champs Last 2 weeks in March

Proposed Rule G1.10

Major events shall be held according to the following dates:

- a. Electric On-Road Nationals to be held within the months July – December (Half year)
- b. I.C On-Road Nationals to be held within the months January – June (Half year)
- c. I.C Off-Road National Champs to be held within the months July – December (Half year)
- d. Electric Off-Road National Champs to be held within the months January – June (Half year)
- e. Any North or South Islands event to be held any time of the year on application.

Reason:

- Should make for a more even spread of events across the year but still allows a large level of flexibility for clubs.
- Would help in boosting numbers to events allowing those who are travelling to attend without the expense all at one time due to being too close together. Re people would be more inclined to attend both EP and IC events if they are 6 months apart rather than 2 weeks.
- Events are generally being held over more days, for most work commitments make it difficult to take multiple days off only weeks apart.
- For many, family commitments won't allow long weekends away so close together.

Seconded	Remit 3b overrides
For	
Against	
Abstained	
Result	

REMIT 5: Remit 21: Taranaki

Current Rule: G6.4

Please refer to the Marshalling Guidelines at the back of rulebook.



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Proposed Rule:

Remove rule

Reason:

Marshalling guidelines were removed from the Rulebook in 2015. Therefore rule G6.4 references guidelines that are non-existent.

Seconded	12
For	20 14 22 13 15 5 3 21 11 4 5 2 12 9
Against	
Abstained	23 7 18 16
Result	Passed

REMIT 6: Remit 22: Taranaki

Current Rule: G9

G9 TRANSMITTER POUND

G9.1 The organisers at the NZRCA Nationals must provide protected and secure storage for crystal transmitters, preferably adjacent to the pits area. Spektrum 2.4G do not have to be impounded and may remain in the pits.

- a. Transmitters will be impounded immediately after the Race Director or other Official has requested it. When impounded for the first time, transmitters are marked with Heat - number and stored accordingly.
- b. Transmitters of Drivers not currently racing must be impounded at all times racing is in progress.
- c. Transmitters are only released for the next race after all the transmitters used in the previous race are impounded by Officials. Transmitter impound must take place immediately after the driver has completed his/her race or has finished driving and is leaving the drivers' rostrum.
- d. Transmitters will be returned to the drivers after the finish of the finals. With the approval of the Race Director a transmitter may be released to a competitor who wishes to leave the race-site and is not returning that day.

G9.2 Spare transmitters must have the crystals removed and if possible must be kept out of the pits. G9.3 During a heat, semi-final or final, a driver (of the race in progress) may go into the pits with his/her transmitter for the sole purpose of checking or repairing his/her radio or car, unless this is specifically prohibited by the Race Director during the Drivers Briefing.

Proposed Rule:

Remove rule

Reason:

Due to 2.4G technology, transmitter pound rule has become unnecessary.

Seconded	9
For	20 22 14 13 15 23 8 3 21 4 2 12 9 18 16 7
Against	5 11
Abstained	
Result	Passed

REMIT 7: Remit 23: Taranaki

Current Rule: No current rule but either separate rules in each of the 4 sections or a single common rule in General Rules.



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Proposed Rule:

At National events the event organising club can chose either of the following options for selecting drivers into heats (seeding);

- a) Random, where drivers are selected completely randomly for qualifying heat groups, or
- b) A formal method of seeding through a controlled system with a maximum of 15 selected drivers per group. Each group will have at least 2 x 10 minute sessions to allow drivers to produce their best 3 consecutive laps which will be used to rank drivers in order for seeding into qualifying heat groups.

Reason:

To clear up conflicting opinions about the use of seeding and supply options for host Clubs.

Seconded	12
For	20 22 14 13 15 8 3 21 2 12
Against	11 18 16 7
Abstained	23 4 9
Result	Passed

REMIT 8: Remit 8: North Harbour

Current Rule:

A1.13 The use of traction additives is only allowed if the club hosting the meeting wishes then only if the class rules do not exclude its use.

Proposed Rule:

A1-13 The use of Tyre additives is strictly prohibited for all outdoor on road racing in all classes.

Reason:

Clearing up this rule, if a class can run additives, then all classes need to be able to run it, otherwise additives will ruin other classes who do not run additives, track time.

Seconded	15
For	20 22 14 15 12 18 16 7
Against	13 4
Abstained	23 5 8 3 21 2 9
Result	Passed

REMIT 9: Remit 2: Taranaki

Current Rule: A3.10

A3.10 There will be a minimum of 3 qualifying heats for each class.

Proposed Rule:

A3.10 There will be a minimum of four (4), maximum six (6) rounds of heats at Sanctioned Events.

Note: The minimum number of qualifying heats at a sanctioned event can be reduced to four (4), or fewer, due to bad weather or time issues up to the discretion of the race controller.

A3.11 At the completion of qualifying the provisional qualifying order becomes the final qualifying order.

A3.12 PROVISIONAL QUALIFYING ORDER

Drivers will accumulate points over the qualifying rounds. A driver's best rounds (or round) will determine their provisional qualifying position, all other rounds will be discarded. Discarded rounds will not be used for tie breaks.

The format for counted rounds to determine a driver's provisional qualifying position will be based on their best 50% of completed heats, i.e.:

1 round of qualifying, 1 round counts, 0 discarded



2 rounds of qualifying, 1 round counts, 1 discarded
3 rounds of qualifying, 2 rounds count, 1 discarded
4 rounds of qualifying, 2 rounds count, 2 discarded
5 rounds of qualifying, 3 rounds count, 2 discarded
6 rounds of qualifying, 3 rounds count, 3 discarded

A3.13 In each round, drivers will score points based on the distance and time achieved in relation to all other drivers. Points will be distributed so the fastest driver will accumulate maximum points for the round, with the points decreasing on 1-point increments for the preceding drivers. If more than 100 entries are received for a class, the point's score will be adjusted accordingly so the lowest place driver will receive at least one (1) point. DNS and DQ drivers will receive zero (0) points for that particular round.

Example:

Fastest Driver in each round will score 100 Points

2nd fastest will score 99 points

3rd fastest will score 98 points

4th fastest will score 97 points

If drivers tie for time and distance in a round, they will share the points for the same position. The following drivers point score will be relative to their positions.

Example:

Fastest 10 laps 5.10.00 will score 100 point

2nd 10 laps 5.12.00 will score 99 points

3rd 10 laps 5.13.05 will score 98 points

4th 10 laps 5.13.05 will score 98 points

5th 10 laps 5.14.05 will score 96 points

A3.14 In the case of a tie in the final accumulated qualifying points, the tiebreak method will be as follows: the first tiebreak will be the fastest heat in terms of time and distance of those heats counted; the second tiebreak will be the second fastest heat in terms of time and distance of those heats counted, and so on until all counted heats have been exhausted. In the extremely unlikely event that such methods are insufficient to break a tie, the driver who set their fastest heat time first will be the higher qualifier, note that this may come down to starting order in a heat.

Reasons:

-Aligns our rules with Australia and to be similar to IFMAR who also run 6 heats.

-More racing per class is required. This move will increase the amount of racing per class. Currently each class (except pro12) only get 30 minutes of racing at a sanctioned event. This will increase it to 45 minutes.

-As a result it is better for drivers who cannot afford more than one class.

-More qualifying rounds count so that weather conditions aren't as much of a factor. e.g. if the morning conditions are better this is often the rocket round making it harder to best these times in the remaining heats.

-Adds a lot of clarity around qualifying procedures.

-If timing becomes an issue because of high entries the number of qualifiers can be reduced by the race organiser to 4.

Notes:

Rules A3.11 and A3.12 become A3.15 and A3.16 respectively as a result of the addition of these rules.

Perhaps the rules under section Race procedures should be broken up into general, qualifying and finals to save confusion.

Rule A4.4 will need to be altered as a result of this passing:

A4.4 If the meeting is abandoned the following shall apply:

i) If the racing is abandoned at a point during the qualifying rounds then the following applies.

a. If no full rounds of qualifying have been completed, then qualifying is to be postponed until it can be run, the number of rounds can be reduced as per rule A3.10

b. If one or more qualifying round has been completed then qualifying can be called on the provisional qualifying order as per rule A3.11 if it seems likely that the rain will prevent any more qualifiers from being run in the time schedule.

c. (removed)

ii) If the meeting is abandoned during the running of finals, before all rounds of finals are complete, the final positions for each driver are to be determined as follows:

a. If no qualifying rounds have been completed, then the meeting is to be abandoned and no result can be declared.

b. If no full rounds of finals have been completed, then qualifying positions are to be used.

c. If one full round of finals has been completed, then the points from that completed round are to be used.



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d. If two full rounds of finals have been completed, then the best single points from the two completed rounds is to be used.

Seconded	No Seconder
For	
Against	
Abstained	
Result	

REMIT 10: Remit 1: Hawkes Bay

Current Rule:

[ON ROAD GENERAL TECHNICAL RULES](#)

A6 RACE DURATION

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:

[ON ROAD GENERAL TECHNICAL RULES](#)

A6 RACE DURATION

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 - Five minutes.

Reason:

Change Pro 12 to five minutes race duration in line with all other classes.

There is no democratic reason for one class of racing being of longer duration than any other.

Seconded	20
For	20 15 14 22 4 18 16 7
Against	13 3 11 12
Abstained	23 5 8 2 9 21
Result	Passed

REMIT 11: North Harbour: Remit 6



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Current Rule A7

A7 STOCK CLASS MOTOR SPECIFICATIONS

A7.1 BRUSHED MOTORS: Only permitted motors are unopened, unmodified Johnson 540s or Mabuchi 540s closed can, sealed end bell, bushed, 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

A7.1.1 Tamiya, Mabuchi "Sport Tuned" motors are not allowed, nor any 540 variants such as 540ST, or 4 hole variants etc. A stock motor run at 8 volts unloaded must draw no more than 1.7 amps.

A7.1.2 Motor testing is to be carried out using the NZRCA motor testing equipment and the instructions associated with it. Any motor which draws close to the maximum allowable current (1.7amps) be subjected to a second test. The second test is a current test run in the reverse direction. There should not be a major difference in the result of both tests.

A7.1.3 The "zapping" of a stock motor is classed as a modification and thus illegal.

A7.2 **BRUSHLESS MOTORS:** 540 size 21.5 turn brushless motors as per NZRCA approved list only.

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.

A7.4 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.

Proposed Rule A7– Delete current rule as it now irrelevant to all classes apart from M Chassis.

Replace with

A7 – ESC Specifications.

A7.1 ESC are open in terms of type and brand.

A7.2 The following classes Must Run “ Stock Spec” (No Boost / Turbo or Timing Advance Programing) Or be running in Industry standard “ Blinky” Mode.

- o 21.5 Stock Touring
- o ~~13.5 Super Stock Touring~~
- o 21.5 Formula 1

Reason

To Bring our classes in line with international racing for stock touring and super stock, and to tidy up the rule to make it relevant to what is currently being run in these classes

Seconded	13
For	13 15 12
Against	20 14 22 3 4 18 16 7
Abstained	23 5 8 21 11 2 9
Result	Failed

REMIT 12: Remit 2: Hawkes Bay

Current Rule:

ON ROAD GENERAL TECHNICAL RULES

A7 STOCK CLASS MOTOR SPECIFICATIONS

A7.2 **BRUSHLESS MOTORS:** 540 size 21.5 turn brushless motors as per NZRCA approved list only.

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.



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A7.4 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.

LIMITED BRUSHLESS CLASSES MOTOR SPECIFICATIONS

A8.1 Motors for Stock Touring class to be 21.5 turn motors. Only motors list in the NZRCA 21.5 Turn Motor List are legal.

Proposed Rule:

ON ROAD GENERAL TECHNICAL RULES

A7 STOCK CLASS MOTOR & ESC SPECIFICATIONS

A7.2 BRUSHLESS MOTORS: 540 size 21.5 turn brushless motor as specified by NZRCA : insert Exact Brand & Model of motor here.

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.

~~A7.4 Brand & Model of ESC as specified by NZRCA : insert Exact Brand & Model of ESC here, This is a 'Stock Spec' (have no boost/turbo or timing advance programming)~~

Reason:

Change class name of Stock Touring to “Stock Spec” and change motor & ESC specification to a specified motor / ESC combo selected by NZRCA.

- To create a more level playing field for what is supposedly our “Entry Level” touring car class.
- To create a more distinctive difference between the 3 Touring Car classes, which have become very similar in speed.
- To keep costs down. Currently more money is being thrown at Stock Touring than any other class. It has become Cheque Book Racing – an inevitable outcome of fierce competition but something that is more appropriate to Mod Class.

~~NZRCA Executive to decide on approved motor prior to 1st January 2017.~~

Seconded	3
For	20 14 22 15 3 18 16
Against	13 12 7
Abstained	23 5 8 21 11 4 2 9
Result	Passed

REMIT 13: Remit 3: Taranaki

Current Rule: A8.1

A8.1 Motors for Stock Touring class to be 21.5 turn motors. Only motors list in the NZRCA 21.5 Turn Motor List are legal.

Proposed Rule:

A8.1 Only unmodified Hobbywing Xerun Justock 3650 21.5 fixed timing motors (#30408003) are permitted. Note: only the stock rotor may be used.

Reason:

- The current rule is poorly administered and is subject to interpretation by the Electrical Technical Officer without any clear guidelines on what constitutes a legal 21.5t motor.
- Currently there is 35 motors on the NZRCA spec motor list of which the majority are no longer available.
- Huge variation in performance across the current legal motors.
 - As per the testing below all motors were tested on the same machine, on the same day at a fixed voltage of 8.3V



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	Timing (as per motor tester)	KV	RPM	Current (A)	Noise (DB)
R1 Wurks R1-215-125-V7	45	2720	21900	6.4	95
Reedy 21.5 Mach 2	46	2360	19140	3.4	85
Reedy 21.5 Mach 2	43	2236	18300	2.8	100
SP 21.5 V3 SP	36	2030	16850	1	77
SP 21.5 V3 SP	33	2030	16900	0.8	89
Hobbywing V10 21.5T	41	1940	15920	1.3	74
LRP X20 21.5	27	1930	15850	0.8	120

- Those that want to be competitive currently have to purchase a range of motors to determine which is best.
- By returning to one legal motor we believe it is in the best interests to promote fair cost effective classes for those starting out.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 14: Remit 4: North Harbour

Current Rule A8.1

Motors for Stock Touring class to be 21.5 turn motors. Only motors list in the NZRCA 21.5 Turn Motor List are Legal,

Proposed Rule A8.1

Motors for Stock Touring Class to Be 21.5 turn only.

- Only Motors on the following approval lists are deemed to be Legal
- ROAR Approval List (as list is updated, additions and subtractions apply)
- NZRCA Approval List (List Updated as at 1 Jan & 1 July each year)

To be eligible for NZRCA List the Motor can either be the following

- Roar Approved
- IFMAR Approved
- Commercially Available in New Zealand

Motors to be submitted must be submitted in writing with the technical data sheet from the manufacturer to the Technical Officer a minimum of 4 weeks before the NZRCA publishing dates.

Reason: To allow more motor options for approval, and to have clarity on motor approvals.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 15: Remit 2: Canterbury



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Current Rule A8.2

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

Proposed New Rule A8.2.1

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:

Make class more competitive as has brought more people out of touring stock.

Seconded	12
For	20 14 22 13 3 11 12 18 16
Against	4
Abstained	23 5 8 21 2 9 7
Result	Passed

REMIT 16: Remit 5: North Harbour

Current Rule A8.2

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

Proposed Rule A8.2

Motors for Super Stock Touring Class to Be 13.5 turn only.

- Only Motors on the following approval lists are deemed to be Legal
- ROAR Approval List (as list is updated, additions and subtractions apply)
- NZRCA Approval List (List Updated as at 1 Jan & 1 July each year)

To be eligible for NZRCA List the Motor can either be the following

- Roar Approved
- IFMAR Approved
- Commercially Available in New Zealand

Motors to be submitted must be submitted in writing with the technical data sheet from the manufacturer to the Technical Officer a minimum of 4 weeks before the NZRCA publishing dates.

Reason:

To allow more motor options for approval, and to have clarity on motor Approvals.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 17: Remit 1: Taranaki

Current Rule: no rule.

Proposed New rule A.? to be included in section ???

At the Nationals the only classes offered shall be as follows:

- Touring Modified
- Touring Super Stock
- Touring Stock
- Pro12



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□ Formula 1

Reasons:

- Australia offers only 4 classes at their nationals and they are a much larger country. We offer too many at the expense of often only having one rather than multiple finals for each class.
- These 5 classes are the same/similar as what Australia run with the addition of formula 1. The classes can be debated but we should reduce it down to 5 total for the national event at the very least.
- This move will increase the number of full heats and so reducing time constraints on the meeting.
- There are too many classes that lead to a lesser significance when you gain a 'national title'.
- The removed classes can stay in the rules for use at Regional events, i.e. North and South Islands

Seconded	15
For	13 15
Against	20 14 22 11 4 12 18 16
Abstained	23 5 8 3 21 2 9 7
Result	Failed

REMIT 18: Remit 3: North Harbour

Current Rule A9

Only Motors as per Rule A9 may be used.

Proposed Rule A24.5

Reason:

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 19: Remit 14: North Harbour

Current Rule:

A17 TYRES

A17.1 Only rubber tyres may be used (No foam tyres), except for on carpeted surfaces where foam tyres may be used.

A17.2 Foam or moulded rubber inserts may be fitted inside the tyre. A17.3 No tyre additives or tyre conditioners are allowed.

Proposed Rule:

A17 TYRES

A17.1 Only rubber tyres may be used (No foam tyres), except for on carpeted surfaces where foam tyres may be used.

A17.2 Foam or moulded rubber inserts may be fitted inside the tyre. A17.3 No tyre additives or tyre conditioners are allowed.

A17.4 Control Tyres may be used for 21.5 / 13.5 / Open Touring Car Classes, at the host club's discretion – This must be outlined at the time of applying for the event.

A17.5 Control Tyres must be of a pre glued mounted style, and be available



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to purchase from New Zealand Hobby Stores a minimum of 3 months before the event. Part number of tyre, insert and wheel and shore rating per class must be made available.

A17.6 Its up to the racer to provide the control tyres for the event, these must be presented for marking at sign in.

A17.7 Number of tyre sets per class allowed for heats and finals to be clearly stated on the events entry form.

A17.8 It is the Race Directors discretion if a tyre set is allowed to be replaced from catastrophic tyre failure, Damage for kerb hopping and accident damage is excluded.

Reason:

To keep our classes in line with what is happening internationally. With the clubs having the option to spec a commercially available tyre that works at their track. This will reduce the cost to the racer of having to bring a range of tyre brands and compound to the event. With specifying the tyre 3 months in advance allows for traveling racers to test with tyres to set their cars up correctly.

Seconded	15
For	15 12 7
Against	20 14 22 13 4
Abstained	3 23 11 4 2 9 18 16
Result	Failed

REMIT 20: Remit 11: North Harbour

Current Rule:

A18.1 Dimensional requirements for all touring car classes:

Overall Dimensions & Weight	Minimum	Maximum
Wheelbase	250mm	270mm
Width (without body shell)	170mm	190mm
Width (with body shell)	175mm	195mm
Weight (including transponder)	1380g	1700g

Proposed Rule:

A18.1 Dimensional requirements for all touring car classes:

Overall Dimensions & Weight	Minimum	Maximum
Wheelbase	250mm	270mm
Width (without body shell)	170mm	190mm
Width (with body shell)	175mm	195mm
Weight (including transponder)	1350g	1700g

Reason:

To bring the weights in line with international rules from IFMAR

Seconded	4
For	13 15 3 4 12 7
Against	20 14 22 18 16
Abstained	23 8 1 2 9 5



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Result	Failed
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REMIT 21: Remit 12: North Harbour

Current Rule:

A19.1 Only stock motors as per Rule A7 may be used.

Proposed Rule:

A19.1 Only stock motors as per Rule **A8.1** may be used.

Reason:

Update to ruling if previous rule is successful.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 22: Remit 13: North Harbour

Current Rule:

A20.1 Only motors as per Rule A8 may be used.

Proposed Rule:

A20.1 Only motors as per Rule **A8.2** may be used.

Reason:

Update to ruling if previous rule is successful.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 23: Remit 7: North Harbour

Current Rule

A22.14 Only stock motors as per Rule A7.1 may be used.

Proposed Rule A22.14

Only permitted motors are unopened, unmodified Johnson 540s or Mabuchi 540s closed can, sealed end bell, bushed, with non-replaceable brushes and bushes.

A22.14a Motors are to be supplied at the racers expense by the host club.

A22.14b 1 Motor Per Competitor (Motors will be marked)

A22.14c All motors are held at race control, During the event.

A22.14d Motors are to be returned to race control at the end of every heat and final.

A22.14e Only form of maintenance is oiling of bushes between heats and finals, which is performed at race control. (Or designated area)

Reason



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With the deletion of A7 Silver can ruling, these rules serve to replace the A7 rule specific for the M Chassis Class.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 24: Remit 9: North Harbour

Current Rule's:

A22.10 Either Tamiya foam or Tamiya moulded rubber inserts for the tyres must be used.

A22.11 Stuffing tires with inserts to create a "balooned" tyre and producing overdrive is not legal. Tyre diameter limit will be limited to 60mm.

~~A22.19 If a driver finds a loophole within the rules, the exploitation will be deemed illegal at the discretion of the race director, and that driver may be ejected from a meeting.~~

~~A22.20 If these rules don't specifically say you can do it — then you can't~~

Proposed Rule:

Delete these rules

Reason:

These 4 Rules are no longer relevant, as other sub rules cover these four rules.

Seconded	13
For	20 14 22 13 15 4 12 18 16
Against	
Abstained	23 5 8 3 21 11 2 9 7
Result	Passed

REMIT 25: Remit 4: Taranaki

Current Rule: A23.7

A23.7 Any type of speed controller may be used, but it must be contained within the car and not protrude through the body shell.

Proposed Rule: A23.7

A23.7 Only speed controllers as per Rule A7.4 may be used.

Reason:

We currently have nothing to say that blinky is required on the F1 speed controller.

Seconded	4
For	20 14 22 13 15 3 4 12 18 16



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Against	
Abstained	23 5 8 21 11 2 9 7
Result	Passed

REMIT 26: Remit 10: North Harbour

Current Rule:

A23.8 Dimensional Requirements For Formula One Class:

Overall Dimensions & Weight	Minimum	Maximum
Width		205mm
Weight (Including Transponder)	1000g	

Rear Wing Width No Wider Than The Body Width Of The Car

Proposed Rule:

A23.8 Dimensional Requirements For Formula One Class:

Overall Dimensions & Weight	Minimum	Maximum
Width		205mm
Weight (Including Transponder)	1000g	

Rear Wing width no wider than the body width of the car, Front and rear wings must be **scale in appearance** ~~commercially available~~. No alterations / removal of front or rear wing material is allowed unless the wings are designed with removable planes.

Reason:

To keep the class looking scale in appearance, and to prevent any unfair advantage from aero trimming.

Seconded	15
For	20 14 22 13 15 3 4 12 18 16
Against	
Abstained	23 5 8 21 11 2 9 7
Result	Passed

REMIT 27: Remit 1: North Harbour

Current Rule A24.5

No rigid aerals or masts shall be allowed, eg graphite or steel.

Proposed Rule A24.5

A Rigid aerial maybe used, If material is steel a loop at the top in the top of the mast. If Graphite, it must have a rubber or plastic cap on top of it.

Reason: To reduce the chance of an upturned car becoming a missile when the car flips at speed. Aerial mast can arrest the roll over.

Seconded	14
For	14 22 12
Against	20 13 23 4 18 16
Abstained	5 8 3 21 11 2 9 7



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Result	Failed
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REMIT 28: Remit 2: North Harbour

Current Rule A25.6

No rigid aerals or masts shall be allowed, eg graphite or steel.

Proposed Rule A25.6

A Rigid aerial maybe used, If material is steel a loop at the top in the top of the mast. If Graphite, it must have a rubber or plastic cap on top of it.

Reason: To reduce the chance of an upturned car becoming a missile when the car flips at speed. Aerial mast can arrest the roll over.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 29: Remit 15: North Harbour

Current Rule:

A25.8 Only motors as per Rule A9 may be used.

Proposed Rule:

A 25.8 Motors for Pro12 class to be any commercially available brushless motors with a minimum of 10.5 turns.

Reason:

To make the cars easier to drive and more appealing.

Seconded	No Seconder
For	
Against	
Abstained	
Result	

REMIT 29A Remit 15a: North Harbour

A25.8 A second open but limited to 10.5 Brushless motors class to run with the current open class.

Reason:

As a feeder class to make the class easier to race.

This remit will be withdrawn if the previous one gets through.

Seconded	Withdrawn
For	



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Against	
Abstained	
Result	

REMIT 29B: Remit 15b: North Harbour

A25.8 To allow open 10.5 motors to be run on tracks not suitable for mod motors on certain tracks.
 Mod motors on tracks that are suitable eg Christchurch. Host club must state this on their entry forms.

Reason:

To make it easier to drive and encourage more people to enter the class.

Seconded	No Seconder
For	
Against	
Abstained	
Result	

REMIT 30: Remit 5: Taranaki

Current Rule: B1.10

B1.10 Front wheel drive touring cars must race in the touring car class.

Proposed Rule: B1.10

Remove it as it shouldn't be in the Electric off road rules.

Reason:

Remove it as it shouldn't be in the Electric off road rules.

Seconded	15
For	20 14 22 13 15 5 3 11 4 12 9 7 16 18
Against	
Abstained	23 8 21 2
Result	Passed

REMIT 31: Remit 4: Little Forest Raceway

Current Rule:

B1.14 Clubs hosting Outdoor Sanctioned Meetings must make their outdoor tracks available for a minimum of 1 day immediately before the meeting and on the morning of qualifying for a minimum of 1 hour before program racing starts. There will be no further practice once qualifying has started.

Proposed Rule:

B1.14.1 Clubs hosting Outdoor Sanctioned Meetings must make their outdoor tracks available for a minimum of 1 day of practice immediately before the start of qualifying (practice to be controlled as per rule G15) and on the morning of qualifying for a minimum of 1 hour before program racing starts. Clubs may offer additional days of open practice before the meeting if they wish. There will be no further practice once qualifying has started.



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B1.14.2 Clubs hosting Sanctioned meetings on commercial land (eg. Indoor Hired Venues) must make their track a minimum of 6 hours practice before the start of qualifying (practice to be controlled as per rule G15) **example, 7pm – 10pm Friday night, 7am to 10am Saturday morning. There will be no further practice once qualifying has started.

Reason:

- Too much confusion about what deems the meeting started and how much practice time clubs need to offer for major meetings.
- The term “before the meeting” should be before the start of qualifying so as to eliminate interpretation of the official meeting start time.
- Tracks located on commercial property are often subject to less time available but should still have to offer a set amount of practice. Little Forest Raceway is situated on commercial property and can not be opened for practice until 5pm each work day so we hold practice under lights on the Friday night to ensure racers get track time before meetings begin.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

REMIT 32: Remit 6: Taranaki

Current Rule: B1.14

B1.14 Clubs hosting Outdoor Sanctioned Meetings must make their outdoor tracks available for a minimum of 1 day immediately before the meeting and on the morning of qualifying for a minimum of 1 hour before program racing starts. There will be no further practice once qualifying has started.

Proposed Rule B1.14

Remove rule B1.14.

Reason:

Remove it as it is contradictory, creates confusion and unnecessary wear on the track. Rule G15.1 covers the requirement for practice prior to an event.

Seconded	9
For	13 15 8 21 12 9
Against	20 14 22 5 18 16
Abstained	23 3 11 4 2 7
Result	Failed

REMIT 33: Remit 7: Taranaki

Current Rule: B1.16

B1.16 That decisions made by the Electric On-Road Technical Officer be considered final and when conveyed to the meeting organisers, either orally or in writing, they shall override decisions made by either meeting organisers, Scrutineers or Race Directors.

Proposed Rule:



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B1.16 That decisions made by the Electric **Off-Road** Technical Officer be considered final and when conveyed to the meeting organisers, either orally or in writing, they shall override decisions made by either meeting organisers, Scrutineers or Race Directors.

Reason:

Rule is contained within the electric off-road rule book therefore should not refer to the On-Road technical officer.

Seconded	12
For	20 14 22 13 15 5 8 3 21 11 12 7 18 16
Against	
Abstained	23 2
Result	Passed

REMIT 34: Remit 2: Little Forest Raceway

Current Rule:

B3.12 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:

B3.12 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 fastest laps and time of the used rounds will be used to break the tie. If this still results in a tie, the second used rounds fastest laps and time will be used to break the tie

Reason:

- The current rule does not allow for 1 round to be dropped in the event of a tie.
- The winner should be decided on 2 best rounds (1 dropped round) and in the event of a tie, the decider should be on who completed the fastest race time within the 2 used rounds (eliminating the dropped round) to decide the winner.
- If someone wins the first 2 finals and decides to sit out the 3rd round, this is opening up the possibility of an extra point to all racers. This creates a lot of tied results so the deciding factor should be fastest time of used rounds not the 3rd final as all racers should be able to drop 1 round.

Seconded	No Seconder
For	
Against	
Abstained	
Result	

REMIT 35: Remit 8: Taranaki

Current Rule B3.13

B3.13 Points system to be used for finals is as follows:

- 1st place: 1
- 2nd place: 2



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3rd place: 3
 4th place: 4
 5th place: 5
 6th place: 6
 7th place: 7
 8th place: 8
 9th place: 9
 10th place: 10

Proposed Rule: B3.13

B3.13 Points system to be used for finals is as follows:

1st place: 1
 2nd place: 2
 3rd place: 3
 4th place: 4
 5th place: 5
 6th place: 6
 7th place: 7
 8th place: 8
 9th place: 9
 10th place: 10
 11th place: 11
 12th place: 12

Reason:

Clarification of points allocations needed to be expanded for larger fields which have been allowed.

Seconded	3
For	20 14 22 13 15 8 3 21 11 12 9 18 16 7
Against	5 4
Abstained	23 2
Result	Passed

REMIT 36: Remit 3: Little Forest Raceway

Current Rule:

B15.1 For all NZRCA National Events, one control tire per Class is to be nominated by the host club.

Proposed Rule:

B15.1 For all NZRCA National Events, up to two control tires per Class are to be nominated to the NZRCA by the host club and approved by the EP Off-Road Technical Officer.

Reason:

- Track conditions change from morning to afternoon at some tracks and clubs know what tires work best on their surface. Clubs can nominate 2 tires based on their knowledge of their track.
- Gives racers more than one option – some people don't like the way their car feels on 1 tire but if they have 2 options can often find a better balance that suits them.
- The approved tires need to be the nominated by host clubs and have some backup as to how they came to the decision of the tire chosen and the EP Off-Road Technical Officer should be the point of contact for this decision and approval basis.

Seconded	No Seconder
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For	
Against	
Abstained	
Result	

REMIT 37: Remit 1: Harewood

Current Rule:

B15.1 For all NZRCA National Events, one control tire per Class is to be nominated by the host club.

Proposed Rule:

remove rule to allow open tires at national

If this was to be passed, then proposal for removal of rules 15.2, 15.3, and 15.4 to suit

Seconded	20
For	20 14 8 18 16
Against	15 5 11 21 4 12 9
Abstained	22 13 23 3 2 7
Result	Failed

REMIT 38: Remit 9: Taranaki

Current Rule: C6.3

C6.3 Grid layout for finals: Ten numbered starting boxes (these may be markings on the track or some other indicator) are located on the edge of the track at an angle of 20-45 degrees with a spacing of between 1.5 & 4 meters. The boxes should be 70-100cm long x 30-40cm wide

Proposed Rule:

C6.3 Grid layout for finals: Starting boxes labelled 1 to 11, 13 or 16 depending on size of finals are located on the edge of the track at an angle of 20-45 degrees with a spacing of between 1.5 & 4 meters. The boxes should be 70-100cm long x 30-40cm wide.

Reason:

Number of grids is dependent on the number of competitors in each final. Additional grid should be marked in the case of a ten minute delay call.

Seconded	4
For	13 4
Against	5 8
Abstained	20 14 22 15 23 3 21 11 2 12 9 7 18 16
Result	Failed

REMIT 39: Remit 10: Taranaki

Current Rule: C6.10

C6.10 Duration of finals will be as follows:

- a. The 'A' final for the 1/10th – 4WD class will be a minimum of 15 minutes.



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- b. The 'A' Final for the 1/10th – 2WD and 1/8th classes will be a minimum of 30 minutes. c) The 'B' Final for all classes will be a minimum of 20 minutes
- c. The 'C' and lower Finals will be a minimum of 15 minutes.
- d. The length of these finals will be decided by the host Club. These times will be stated on the entry form, only the Race Director can change these times due to rain, entry numbers, etc.

Proposed Rule: C6.10

C6.10 Duration of finals will be as follows:

- a. The 'A' final for the 1/10th – 4WD all I.C. on road classes class will be a minimum of 30 to a maximum of 45 minutes.
- b The 'B' Final for all classes will be a minimum of 20 minutes
- c The 'C' and lower Finals will be a minimum of 15 minutes.
- d The length of these finals will be decided by the host Club. These times will be stated on the entry form, only the Race Director can change these times due to rain, entry numbers, etc.

Reasons:

Needs aligning correctly as we had 2 x "c's" in C6.10. And clarification of A Final lengths.

Seconded	3
For	13 3 4
Against	
Abstained	20 14 22 15 23 5 8 21 11 2 12 9 7 18 16
Result	Passed

REMIT 40: Remit 11: Taranaki

Current Rule: C7

C7 DELAYED START OF FINALS

C 7.1 As long as the race start countdown has not reached the 30 seconds to go point, every participant of that semi-finals, half-final or final may request a delay of 10 minutes to carry out some repairs on his/her car. This delay can be granted only once for each semi-final, half-final and final. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start from the back of the grid, i.e. grid position 11.

C 7.2 The track is closed if the delay is asked for frequency or radio problems.

C 7.3 The track is open if the delay is asked for mechanical repairs or problems.

Proposed Rule: C7

C7 DELAYED START - A ten (10) minute delay can be called only prior to the starter calling the cars to the starting line at the 30-second countdown announcement. Only participants of the, semi-finals or final may request a delay. One only delay will be granted for each final. The track is shall be closed to all cars and all engines will be shut off for the duration of the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start off the back of the grid as directed by race control. A 10-minute delay period can be reduced only if all drivers competing in the race are in full agreement. The race schedule start will resume from the two (2) minutes warm up countdown sequence.

Reason:

To standardise with International rules and clear up confusion whether track is open or closed.

Seconded	11
For	13 11
Against	3 4
Abstained	2014 22 15 23 5 8 21 2 12 9 7 16 18



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Result	Failed
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REMIT 41: Remit 1: Canterbury

Current Rule C14.1

Bodies eligible for the 1/10th – 4WD Circuit I.C. Saloon class must be included in the current IFMAR 200mm IC body list.

Proposed Rule C14.1

Bodies eligible for the 1/10th – 4WD Circuit I.C Saloon/Can Am class must be included in the current IFMAR 200mm IC body list. The outer edge of the wheels must be covered at the centre of the axles when viewed from above.

Reason:

To gain more interest in the class & allows class to run CanAm at Nationals.

Seconded	No Seconder
For	
Against	
Abstained	
Result	

REMIT 42: Remit 12: Taranaki

Current Rule: C28

Overall Dimensions & Weight	Minimum	Maximum
Width		267mm
Height including gurney strip(Excluding Aerial) Measured with chassis placed on a 10mm block		170mm
Wheelbase	270mm	330mm
Weight Minimum weight with no fuel but with transponder	2450g	
Wheels and Tyres		
Diameter (Front & Rear)		54mm
Front Tyre Width		37mm
Rear Tyre Width		64mm

Proposed Rule C28

Overall Dimensions & Weight	Minimum	Maximum
Width		267mm
Height including gurney strip(Excluding Aerial) Measured with chassis placed on a 10mm block		170mm
Wheelbase	270mm	330mm
Weight Minimum weight with no fuel but with transponder	2450g	
Wheels and Tyres		
Diameter (Front & Rear)		54mm
Front Tyre Width		37mm
Rear Tyre Width		64mm

Reason:

Rules C28 and C31 need correcting together to remove conflicts and align with IFMAR.

Seconded	3
For	13 3
Against	
Abstained	20 14 22 15 23 5 11 2 12 9 7 16 18
Result	Passed

REMIT 43: Remit 13: Taranaki

Current Rule: C31

C31 SPOILERS AND WINGS

C31.1 Wings and Spoilers for 1/8th classes, whether built into the body or separate, they must have an angle of no more than 45 degrees inclusive of any added aerodynamic aids.

C31.2 If separate, they must have a chord of no more than 77mm.

C31.3 Any added aerodynamic aids must have a chord of no more than 77mm.

C31.4 All dimensions for the wing height will be taken with the chassis grounded on a 5mm spacer.

C31.5 Wing & Spoiler Maximum Dimensions 1/8th Group C, Can Am.

Wing & Spoiler Maximum

Width 267mm

Chord 77mm

Height 190mm(including added parts)

Distance behind rear axle 153mm

C31.6 Single plane wings are only eligible in this class.

C31.7 Side Dams on wings, for Group C, Can Am are allowed but must be no greater than 50mm high x 77mm wide (chord).

Proposed Rule: C31

C31 A spoiler/wing which conforms to IFMAR regulations may be fitted

C31.1 Spoiler/wing sizes for sports cars/prototypes:

Overall width of body and spoiler max 267mm (measured on top).

Separate Wings or spoilers are not allowed. Only a Gurney strip directly mounted on the rear of the body is allowed.

No additional items may be fastened to the body exterior other than a rear Gurney strip. All measurements for the wing height will be taken with the chassis raised on 20mm blocks. The Gurney strip return should not be greater than 5mm with a 90 degrees angle.

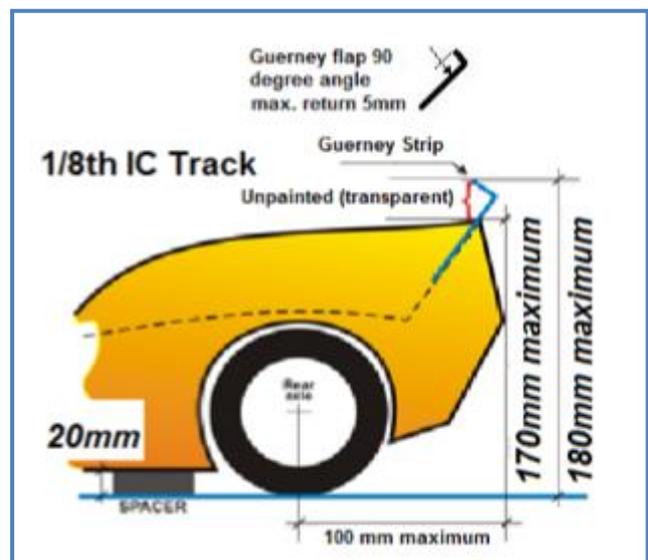
Maximum height for the body, side and rear wing is 170 mm, with the chassis placed on 20 mm spacer blocs. The maximum overall height including the Gurney strip is 180 mm, the Gurney strip, must be attached directly to the body. No independently mounted wings are allowed.

The maximum overhang behind the rear axle measured from the rear axle centre point is 100mm.

If body stiffeners are used they cannot cause the body to be wider than 277mm at any point.

Reason:

Rules C28 and C31 need correcting together to remove conflicts and align with IFMAR.



Seconded	3
For	13 3



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Against	
Abstained	20 14 22 15 23 5 8 21 11 2 12 9 7 16 18
Result	Passed

REMIT 44: Remit 14: Taranaki

Current Rule:, no current rule, suggest add to D2

Proposed Rule

D2 ? Heats: There must be a minimum of four (4), to a maximum of six (6) heats, these are to be seven (7) to ten (10) minutes in duration.

Reason:

No current rule just clarifying the options.

Seconded	2
For	13 8 21 2 9
Against	4
Abstained	20 14 22 15 23 5 3 11 12 7 18 16
Result	Passed

REMIT 45: Remit 15: Taranaki

Current Rule: D2.4

D2.4 All cars are permitted to start, one by one, by the starter at an interval of approximately one - second. If a car misses the starters signal, it may start at the start line as long as it starts before the first car away completes its first lap, (the late starting car or its pit man must not hinder the progress other cars racing). If a start at the start line is not possible the car will start from the pit lane after the last car to start has gone past the pit area.

Proposed Rule: D2.4

D2.4 All cars are permitted to start by either;

- one by one, by the starter at an interval of approximately one – second or
- by the “live loop” method where drivers decide themselves when to go

If a car misses the starters signal, it may start at the start line as long as it starts before the first car away completes its first lap, (the late starting car or its pit man must not hinder the progress other cars racing). If a start at the start line is not possible the car will start from the pit lane after the last car to start has gone past the pit area.

Reason:

Clarification, as generally the live loop option is used but it was not in the rules.

Seconded	2
For	13 21 11 2 8 9
Against	
Abstained	20 14 22 15 23 5 3 12 7 18 16
Result	Passed

REMIT 46: Remit 16: Taranaki

Current Rule:, no current rule, suggest add to D4



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Proposed Rule:

D4.? Duration of finals at National events will be as follows:

- a. The Main final will be a minimum of 45 minutes to a maximum of 60 minutes.
- b. The Semi Finals will be 30 minutes.
- c. The Quarter Finals and lower will be a minimum of 20 minutes up to a maximum of 30 minutes.

The length of these finals will be decided by the host Club. These times will be stated on the entry form, only the Race Director can change these times due to rain, entry numbers, etc.

Reason:

No current rule just clarifying the times used.

Seconded	2
For	13 15 8 21 11 4 2 9
Against	
Abstained	20 14 22 23 5 3 12 7 18 16
Result	Passed

REMIT 47: Remit 17: Taranaki

Current Rule:, no current rule, suggest add to D4

Proposed Rule:

D4.? At National events, race organisers will allow at least a 10 minute practice period for all semi final direct qualifiers at a suitable time prior to the Finals commencement.

Reason:

No current rule so this creates debate as to whether or not practice should or shouldn't be offered and who it should be offered too.

Seconded	2
For	13 8 11 4 2
Against	
Abstained	20 15 14 22 23 5 3 21 12 9 7 18 16
Result	Passed

REMIT 48: Remit 18: Taranaki

Current Rule: D4.3e

D4.3 Starting Procedure:

- e. At three (3) seconds, cars must be released by the mechanics who must all step back behind the hold line. The cars must remain stationary

Proposed Rule: D4.3e

D4.3 Starting Procedure:

- e. At three (3) seconds, cars must be released by the mechanics who must all step back behind the hold line. The cars must remain stationary. Starter boxes are allowed at the start line as long as the Race Director deems them safe, If a car is still in the hands of the mechanic at 3 seconds (e.g. on the starter box etc.) it must start from pit lane.

Reason:



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Clarification if starter boxes are or are not allowed due to current confusion.

Seconded	2
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Against	
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Result	Passed

REMIT 49: Remit 19: Taranaki

Current Rule: D5

D5 DELAYED START OF FINALS

D5.1. As long as the race start countdown has not reached the 30 seconds to go point, every participant of that semi

-finals or final may request a delay of 10 minutes to carry out some repairs on his/her car. This delay can be granted only once for each semi - final, half - final and final. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start from the back of the grid.

D5.2 The track is closed if the delay is asked for frequency or radio problems.

D5.3 The track is open if the delay is asked for mechanical repairs or problems.

Proposed Rule: D5

D5 DELAYED START - A ten (10) minute delay can be called only prior to the starter calling the cars to the starting line at the 30-second countdown announcement. Only participants of the ~~quarter-finals~~, semi-finals or final may request a delay. One only delay will be granted for each final. The track ~~is~~ shall be closed to all cars and all engines will be shut off for the duration of the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start off the back of the grid as directed by race control. A 10-minute delay period can be reduced only if all drivers competing in the race are in full agreement. The race schedule start will resume from the two (2) minutes warm up countdown sequence.

Reason:

To standardise with International rules and clear up confusion whether track is open or closed.

Seconded	2
For	13 21 8 11 2
Against	
Abstained	20 14 22 15 23 5 3 12 9 7 16 18
Result	Passed