



PRESIDENT
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2017 NZRCA AGM AGENDA

1. Meeting Open
Murray Macdonald opened the meeting at 11:03am
2. Welcome
Murray Macdonald welcomed all to the meeting. Advised he knows delegate from Hamilton and BOP
3. Apologies
Trevor Reid – ARCCC
Dave Smith – Whangarei
Geoffrey Walker – Dargaville
Amy Joblin – Hamilton
Glen Nilsen – CMR
Aaron Ryan – Manawatu
Nick Pow – Otago

Moved: Chris Oconnor
Seconded: Matthew Banks
Passed unanimously
4. Minutes from last AGM
Minutes from last years meeting were emailed to all club contacts and have been uploaded on the NZRCA website for the past year.

Moved: Matthew Banks
Seconded: Les Taylor
Passed unanimously
5. Matters Arising
Nil

Moved: Matthew Banks
Seconded: Les Taylor
Passed unanimously
6. Correspondence
Ruakawa International Raceway – Application to join the NZRCA Letter (appendix 5 below) – Julian has been responded to by the NZRCA advising the process for a club to join the association and then how to apply to host NZRCA Sanctioned Events but was advised his letter would still be present to the 2017 NZRCA AGM.

Duane Barber – Hawkes Bay RC Car Club Member – Control Tire Testing Letter (appendix 6 below)

Moved: Scott McCreanor
Seconded: Matthew Banks
Passed unanimously
7. Financial Report
The 2016/2017 financial report as submitted by Richard Price to Murray Macdonald and Scott Kendall contained a number of errors and items that need to be fixed before the report could be presented the meeting in full. As Richard is currently overseas attending to some personal matter, he was not able to complete the changes and confirm everything was correct in time for the 2017 AGM.

Initial report received was read by Scott Kendall including advising the meeting of areas that were currently incorrect and to be amended. The report as read is to be accepted by the meeting however the full report is to be edited, completed and audited (3rd party) upon Richard Price's return to NZ. Once the report has been correct, a full copy shall be sent to all club contacts to distribute to their members.



- Moved: Matthew Banks
Seconded: Scott McCreanor
Passed unanimously
8. Presidents Report
Murray Macdonald present his presidents report - See appendix 4 below
- Moved: Murray Macdonald
Seconded: Matthew Banks
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
Murray proposed all fees remain as current
Moved: Murray Macdonald
Seconded: Amber Kendall
Passed unanimously
13. General Business

Otago Radio Control Car Club:

Pro/Novice Stock thoughts: There is currently a push towards tightening up of the rules to the stock touring class, we already have a control motor and time and time again spec tyres a brought to the table, the one down side to all of this is that in essence you are only catering to one side of the coin when it comes to competitors, yes the fast guys would like an even playing field and will have their reasons for this but in doing so you may be excluding some that would of raced a sanctioned event but were forced away from this by having to purchase extra equipment to enter, yes we know that in some cases control tyres are successful (ie indoors) but are we excluding people due to cost from entering some of the lower spec'd classes, control tyres ARE and extra cost and could be the straw that broke the camels back. One possible way to overcome this in regards to Touring Stock for instance would be to have a subclass within a class, before the sanctioned event clubs would nominate those competitors that would be racing under lesser controls in a "novice" subclass, the event is run as normal and those running in that subclass can be easily identified and points awarded manually for their subclass that would then determine placings and associated prizes, it would become apparent that by natural attrition the lesser skilled drivers will end up in the lower finals so would essentially have their own class without it being a separate class, win win.

The meeting discussed the topic and all agreed that we need some sort of class or place for those who want to enter bigger meetings but don't have the confidence etc to compete in national classes.

It was suggested host clubs can offer an "open" class at NZRCA Sanctioned events. Competitors entering the "open class" can not enter any other classes. Rules of the "open" class at events can be left to the host club and this class will be a non-competition class (eg, no trophies or national titles). The intention of the "open" class is to give somewhere for children or newer racers who are not comfortable to race in a National class, but stil want to be part of National meetings, somewhere for them to be able to compete. – Passed unanimously

Hamilton Radio Control Car Club

We were looking at putting in a remit around the use of rubber tires for F1, the new model F1 Chassis (Xray and Yokomo so far) are designed for Rubber not foam and the ability to source appropriate foam for them is getting difficult. The older F1 cars can use foam and



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rubber, I would like a discussion point raised at the AGM surrounding where to head regarding this, my understanding is advancements in rubber mean good racing can be had with rubber but Foam is better so to level the playing field we would need to outlaw foam outdoors to ensure the potential long term survival of this class.

The meeting had a general discussion around this topic and the general opinion was that foams are still available and can be sourced through local suppliers in Christchurch for all cars. Jordan spoke to the meeting to get opinions of running foam tires on touring cars and asked what the reasoning was behind removing them in the first place. A small discussion was held on this and advised the original remit to remove the use of foams was to align with the rest of the world running rubber only.

Christchurch Indoor Radio Control Car Club

Ratification of new club membership to NZRCA – Passed unanimously (Represented by #19 in the remit voting as new number was not available at the AGM)

Luke Prattley asked for a show of hands from clubs who actually use the Livetime software. He believes clubs should all start running the same software to enable more people to know the system which will provide more people to run major meetings as they will know the software system. This became just a general discussion point with no decisions made.

The general opinion of the meeting is that at least 1 NZRCA Executive member should try to be in attendance at all NZRCA National event (either as a competitor or assisting at the event).

Murray Macdonald put to the meeting on behalf of Richard Price (Treasurer) that the NZRCA contribution towards AGM costs be limited to \$100 per club as some clubs were leaving booking flights until very late resulting in high costs. Matthew Banks responded saying he strongly disagreed and believes the NZRCA should be contributing more to get more clubs present rather than less. It was discussed that clubs could apply for more assistance if need to enable them to attend the AGM (not necessarily to be approved), and clubs who were driving to the meeting could also claim 50% of fuel and parking costs associated with them having to travel/pay to attend the meeting also – Passed unanimously

Scott Kendall brought up that in the past the NZRCA has supplied lunch at the AGM for those who have taken the time out to attend, and the meeting agreed we should look to do this again in future. - Passed unanimously

Murray asked the meeting what we should look to spend any surplus funds on in the next year if we have another profitable year like we did 2016/2017.

Matthew Banks said we already know we are going to get potentially more allocations for the 8th Scale I.C Off-Road worlds in Australia in 2018 so we should keep funds available to assist in the paying for these competitors. - Passed unanimously

14. Close Meeting
Meeting Closed 3:37pm



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Appendix 1

2017/ 2018 NZRCA EXECUTIVE COMMITTEE NOMINATIONS

A. President

Club	Nominated Person
Hawkes Bay & Hamilton	Murray Macdonald - Passed

B. Secretary

Club	Nominated Person
Hawkes Bay & Little Forest Raceway	Scott Kendall - Passed

C. Treasurer

Club	Nominated Person
Hawkes Bay	Richard Price - Passed

D. Electric On-Road Technical Officer

Club	Nominated Person
Capital Model Racers	Glen Nilsen - Passed
Canterbury & Otago	Nick Pow

E. Electric Off-Road Technical Officer

Club	Nominated Person
Counties	Shane O'Connor – Withdrawn from Nomination
Little Forest Raceway	Luke Prattley

F. I.C On-Road Technical Officer

Club	Nominated Person
Canterbury	Shane Merrall - Passed

G. I.C Off-Road Technical Officer

Club	Nominated Person
Counties	Shane O'Connor - Passed
Harewood	Scott McCreanor
Capital Model Racers	Matthew Banks

H. Publicity Officer

Club	Nominated Person
Little Forest Raceway	Amber Kendall - Passed

I. Licence Secretary

Club	Nominated Person
Hawkes Bay	Amy Joblin - Passed

Health and Safety Officer was left off the nominations list however this position was brought in at the 2016 NZRCA AGM. The meeting nominated Matthew Banks to represent this position as Chris O'Connor passed on to Murray he no longer has the available time to fill this position.

J. Health and Safety Officer

Club	Nominated Person
Capital Model Racers	Matthew Banks - Passed



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Appendix 2

2018 NZRCA SANCTIONED EVENT NOMINATIONS

A. Electric On-Road Nationals

Club	Date
Hawkes Bay	Thurs 8 th - Sunday 11 th February - Passed
CRCCC Club 3	February

B. I.C On-Road Nationals

Club	Date
CRCCC Club 3	February - Passed

C. Electric Off-Road National Champs

Club	Date
Little Forest Raceway	25 th – 27 th May - Passed

D. I.C Off-Road National Champs

Club	Date
Taranaki Radio Control Car Club Inc.	9 th till 11 th March - Passed

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

Club	Date
Counties RCCC	23/25 th February – North Island 8 th Scale Off roads - Passed
Little Forest Raceway	25 th – 27 th May (if any other clubs wish to hold Nationals, LFR would like to hold an alternative named event on same dates at indoor venue, Hawera) - Withdrawn



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Appendix 3

2017 NZRCA AGM REMITS

NZRCA Constitutional Items (under section 5.1.6 of NZRCA Constitution)

Otago Radio Control Car Club (Remit 3)

Current Rule: None as we think it may be a constitutional change.

Proposed Rule: The nzrca AGM will be held in the South Island every other year.

Reason: Spread the costs around.

Seconded	3
For	3 6
Against	14 22 19 13 4 10 12 7 2 5 20 11 16
Abstained	18 9 15
Result	Failed

Submitted by Little Forest Raceway, Written and Presented by Scott Kendall – Secretary NZRCA

Having been on the NZRCA Executive for in excess of 10 years in various roles from Zone Steward, Secretary, President and Secretary again, one thing that always comes up post AGM's in the way in which rules are presented, voted on and then implemented. Often the argument is started by members/racers who feel their voice is not being heard not getting changes they wanted, and often the blame is put on clubs voting for remits that do not affect their club from the outside looking in. And of course one of the biggest "injustices" members talk about, are smaller clubs holding the same voting power as larger clubs (1 vote per club) and often multiple clubs are represented at the AGM by 1 person.

I have spent the past 24 months talking with and listening to members at events, and coming up with a possible way to let our members be heard a little better than current. Through my planning of writing the following, I have spoken to 2 different IT associates who I know have set up similar systems for other organisations so know what I am proposing is possible and works well in other environments.

The following is the current wording in the NZRCA Constitution dated 21st September 2013, followed by my proposal which I will present in greater detail under section 5.1.6 of the Constitution at the NZRCA AGM on Saturday 16th September

In short the change is for the AGM to vote on remits received from member clubs at the AGM, however this is only the first stage in the process of a remit passing. Once approved by the AGM, all remits that have "passed" shall be uploaded to an online database where all members are able to via a unique login using their NZRCA licence number, actual name & valid email address, view and vote on rules that apply to them. Voting will last for a period of 1 month after uploading is complete, and 2/3rds majority from voting members is required for a rule to be passed.

This idea gives every NZRCA member a vote for rules that apply to them letting all members voice be heard if they so choose to voice it. Members will be given the option to select to view either all remits, or only those valid to



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them by selecting from the 5 sections (general, ep onroad, ep offroad, ic onroad, ic offroad) and will have 3 options (For, Against, Obstain)

I hope to have a working test of the online voting system in place to present to the AGM.

Current Wording

Section 5: Meetings

5. MEETINGS

5.1 ANNUAL GENERAL MEETING

The NZRCA shall hold its Annual General Meeting (herein after referred to as the AGM) in the last full weekend in the month of September.

5.1.1 The Executive Board of the NZRCA must call for nominations and motions for the Agenda minimum of two months before the closing date for such nominations and motions and the closing date must be minimum of one month before the date of proposed AGM.

5.1.2 All member clubs must be advised of the final agenda a minimum of two weeks before the AGM.

5.1.3 The business at the AGM shall be:

5.1.3.1 The election of officers whose term of office has expired.

5.1.3.2 Proposals for all official post must be lodged with the Secretary by the closing date for motions which must be a minimum of one month before the proposed date of the AGM.

5.1.3.3 Elected officers will form the Executive Board as follows:

1. PRESIDENT
2. SECRETARY
3. TREASURER
4. I.C Off-Road Technical Officer
5. I.C On-Road Technical Officer
6. Electric Off-Road Technical Officer
7. Electric On-Road Technical Officer
8. Publicity Officer
9. License Secretary

5.1.3.4 Only those persons who are current financial members of an Affiliated Club may seek election on the Executive Board.

5.1.3.5 Officers elected to the Executive Board will hold office until the next AGM.

5.1.3.6 All candidates for office a properly proposed under the provisions of this constitution shall be introduced to the meeting and delegates given the opportunity to question candidates.

5.1.3.7 The above officers shall form the Executive Board (herein after known as the Board) and be charged with the well running of the NZRCA and responsible for any decision making that is necessary between Annual General Meetings.

5.1.3.8 The position of Secretary, Treasurer, Licence Secretary and Publicity Officer may be combined, but if so may carry only one vote at all meetings.

5.1.3.9 To decide the date and venue of future Championships. Applications for such fixtures close at the same time as motions and nominations and must be treated in the same manner as set out in Section 5.1.1.



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5.1.3.10 To decide the date and venue of other NZRCA approved events, including the following AGM.

5.1.3.11 The Association shall institute and maintain rules for the various classes, types of construction and competitions as directed by the members.

5.1.3.12 Additions to or revision of these rules may only be made at an Annual General Meeting.

5.1.3.13 Any changes to these rules shall have an effective date which shall be a minimum of two calendar months after the meeting approving the change.

5.1.4 To consider any matter or proposal which the Executive Board wishes to bring before the Meeting, particulars of which shall be included in the Notice of Meeting.

5.1.5 To consider any matter or proposal of which a member Club has given notice in writing under the provisions of Section 5.1.

5.1.6 To deal with any matter under this constitution or under the Racing or Construction rules.

5.1.7 To review the financial performance of the NZRCA.

Proposed Wording

5. MEETINGS

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5.1.3.10 To decide the date and venue of other NZRCA approved events, including the following AGM.

5.1.3.11 The Association shall institute and maintain rules for the various classes, types of construction and competitions as directed by the members.

5.1.3.12.1 Additions to or revision (remits) of these rules are to be submitted and presented by member clubs to the Annual General Meeting. Club delegates at the meeting shall vote on remits submitted with any remit receiving a fifty percent majority vote then be "passed" to members/racers to complete online voting via the NZRCA website.

5.1.3.12.2 NZRCA members shall create a unique log-on via the NZRCA website using their NZRCA licence number, actual name and valid email address. Once their account is created and verified, members can select from the Five sections (General, EP On-Road, EP Off-Road, IC On-Road, IC Off-Road) to view / vote on "passed" remits from the Annual General Meeting. Members can view / vote on any section.

5.1.3.12.3 Online voting shall close one calendar month after being made available online for members to view/vote on. At the closure of voting, all final voting numbers shall be made public and require a two thirds majority vote to pass.

5.1.3.13 Any changes to these rules shall have an effective date which shall be a minimum of two calendar months after the meeting approving the change.

5.1.4 To consider any matter or proposal which the Executive Board wishes to bring before the Meeting, particulars of which shall be included in the Notice of Meeting.

5.1.5 To consider any matter or proposal of which a member Club has given notice in writing under the provisions of Section 5.1.

5.1.6 To deal with any matter under this constitution or under the Racing or Construction rules.

5.1.7 To review the financial performance of the NZRCA.



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It was noted by Scott Kendall that the process should this be passed would be that a system or systems would be created and tested by voluntary members all to take place by 30th April 2018. After all testing has taken place, the NZRCA shall hold a Special Meeting in May 2017 for member clubs to view and see the system working before voting on implementing for the 2018 NZRCA AGM. If the system is not acceptable at the special meeting, then the 2018 NZRCA AGM shall be continued in the same process as all previous AGM's until an acceptable system is voted on by the member clubs.

Seconded	7
For	9 19 15 23 8 13 3 4 10 12 7 20 16
Against	14 22 2 5 18
Abstained	11 6
Result	Passed



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NZRCA GENERAL RULES REMITS

Remit 1: CMR (Remit 13)

New Rule

Proposed Rule G1.11

Any action or alteration outside the norm that is not covered by a rule should automatically imply that it is not a legal action or alteration, up to race director's discretion.

Reason: This clears up any confusion on whether you can or can't do things that are not in the rule book

Seconded	9
For	9 19 22 14 15 4 10 11 16
Against	6 8 13 3 12 7 2 5 20
Abstained	18 23
Result	Failed

Remit 2: Counties (Remit 2)

New Rule

Proposed Rule:

Order of choice on where to stand for a Final race is determined on where the drivers qualify, EG: 1st Qualifier gets to walk up first, 2nd gets the next choice and so on. **If a driver is late to the stand, they must take any space still available**

Reason: Happens everywhere already just to clarify and meet overseas standards.

Seconded	2
For	9 19 14 6 22 15 8 13 3 4 10 12 7 2 5 20 11 16
Against	
Abstained	23 18
Result	Passed

Remit 3: Hamilton (Remit 3)

G12 PROTESTS

G12.8 All protests must be in writing and accompanied by a \$10.00 fee, which will be refunded if the protest is upheld.

&

G16 INAPPROPRIATE BEHAVIOUR PENALTIES

G16.1 The NZRCA Executive reserves the right to issue fines/suspensions to member/s for inappropriate behaviours towards any NZRCA Executive or member. Inappropriate behaviour includes on the use of public forums or social media. The NZRCA Executive can issue any or all of the below:

- Reprimand which can be private or public.
- Relegate finishing positions.
- Exclude from the results of the event.
- Suspend NZRCA Licence for an infinite number of days, starting from the date of the offence.



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G16.2 When a complaint is heard, the NZRCA executive shall meet with a minimum of the President, Secretary, Treasurer, the 2 Technical Officers from either Electric or I.C and the Club Executive Committee of the parties concerned to be fully informed of the meeting taking place and the outcome.

G16.3 Members wanting to make a formal complaint are to submit their complaint in writing to the NZRCA with all appropriate evidence, and must be supported with a fee of \$50 that will be refunded if the complaint is upheld.

Proposed Rule G12.8

G12.8 All protests must be in writing and accompanied by a \$50.00 fee, which will be refunded if the protest is upheld.

Reason:

To align both rules to the same value of penalty. Both rules are as important as each other so why have different values. If a protest or complaint is to be made then it's important to have a value that sets the importance of that protest or complaint. To be discussed as to what the value should and will be.

Seconded	19
For	19 15 4 10 7 20
Against	9 6 8 13 3 12 5
Abstained	14 22 23 2 11 16 18
Result	Failed

Remit 4: Little Forest Raceway (Remit 2)

Current Rule – Lipo Battery specifications – no current rule

Proposed Rule

- G17 The use of Lipo/LiFe batteries is to be as per the following mandates;
- G17.1 1/12th scale classes: maximum charge voltage of 4.2 volts.
 - G17.2 1/10th scale classes: maximum charge voltage of 8.4 volts.
 - G17.3 1/8th scale classes: maximum charge voltage of 16.8volts.
 - G17.4 Lipo/LiFe batteries MUST be charged in a closed Lipo Sack/Bag at all times
 - G17.5 Lipo/LiFe batteries may only be charged at a maximum of 1C
 - G17.6 All Lipo/LiFe batteries MUST be hard cased (excluding receiver / transmitter battery packs)
 - G17.7 Failure to comply with any of the above at NZRCA sanctioned events shall result in the competitor being disqualified from the event

Reason:

Lipo guidelines were removed from the rulebook at the 2015 AGM with the impending implementation of NZRCA HSE policy to be produced which would cover Lipo “guidelines”. We need to have firm “rules” in place not guidelines for the safe use and charging of lipo/life batteries as sanctioned events. People do not seem to understand the safety around these volatile batteries simply because they have used them for several years and not had any incidents yet. We need to be proactive, not reactive and put rules in place for everyones safety.

Race directors need to have rule G17.5 in place to be able to enforce a penalty for non-compliance of the rules.

Seconded	7
For	9 19 6 14 22 15 8 13 3 4 10 12 7 2 5 20 11 16
Against	
Abstained	23 18
Result	Passed



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Remit 5: Otago Radio Control Car Club (Remit 2)

Current rule: There isn't any as LiPo guidelines were removed.

Proposed Rule: Lipos to be charged with a nominal current no higher than 10 Amps.

Reason: The previous rule of 1c charging is outdated and is in no way a reflection of safe practices. There is currently no international standard on rating the capacity of any battery so basing a rule on this assumed rating is counter intuitive, let alone confusing for those checking charge rates. Most currently available lipo technologies are rated for much higher charge rates, some of upto 5c, to simplify by setting a charge rate of 10amps you not only remove some confusion but you potentially lower the costs for end users, currently racers tend to be in the habit of sticking with a low wattage charger and then having stores of lipos, with moving to a higher charge rate you can reduce the number of lipos held by a racer as they can charge them quicker, this will also limit the amount of stored potential energy that each raver has in their possession at race meets. To add to that racers will then be in a position to replace LiPos at a more frequent rate due to lower overall costs promoting a safer racing environment over all.

Seconded	12
For	8 15 6 13 3 12
Against	9 14 22 10 4 7 20 11
Abstained	19 23 2 5 18
Result	Failed

Remit 6: Hamilton Radio Control Car Club (Remit 4)

New Rule:

Proposed Rule:

Ban of LiHV Lipo Packs

Aim: Ban or Accept the use of LiHV Batteries

Why: LiHV lipos exceed the current limit of 8.4v for a 2S pack if charged using LiHV Settings, banning LiHV batteries makes policing voltage easier keeping the playing field more even for spec class racing.

LiHV vs Normal Lipo

LiHV

Charged Cell Voltage:4.35v
 Charged 2S Pack Voltage:8.7v
 Charged 4S Pack Voltage:17.4v

Lipo

Charged Cell Voltage:4.2v
 Charged 2S Pack Voltage:8.4v
 Charged 4S Pack Voltage:16.8v

Pros & Cons

Pros for Banning LiHV Lipo Batteries

No need to purchase new battery packs and chargers to stay competitive
 Easier to police current voltage limit

Cons for Banning LiHV Lipo Batteries

Some racers have already purchased LiHV Batteries



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Seconded	9
For	9 19 14 22 6 15 13 3 7 2 5 20 11 16 18
Against	8 10 4 12
Abstained	23
Result	Passed

Remit 7: Taranaki Radio Control Car Club (Remit 2)

Note: Rules G11.2 – 11.4 are numbered incorrectly in the current rule book (they are numbers as “12.x” instead of “11.x”).

Current Rule: G11.3

G11.3 There will be no restart due to a jump-start. If start is jumped a penalty of a stop and go will be given.

Proposed Rule G11.3

G11.3 There will be no restart due to a jump start. If a start is jumped a penalty will be given in accordance with G11.1 – Penalties.

Reason

Currently the rule defines the penalty as a stop-go no matter how big the jump start is, this could be taken advantage of. We propose the race director can apply a range of penalties depending on the level of the jump start. ie time, laps, stop-go or even disqualification.

Seconded	3
For	9 6 19 13 3 10 4 16
Against	14 22 8 12 7 11
Abstained	23 15 2 5 18
Result	Failed

Remit 8: Taranaki Radio Control Car Club (Remit 3)

Current Rule: Between G11.3 and G11.4

No current rule

Proposed Rule After G11.3

A race may only be restarted due to one of the following;

- Lap timing system issues,
- Rain
- Where the safety of competitors, marshals or spectators is compromised.
- **Or at the race directors discretion**

Reason

We currently have no guidelines on when a race can be restarted.

We have noted races are being restarted regularly due to poor driving standards within the first lap, with no consequences to those that cause the restart.

We suggest the issue of driving standards is dealt with at the cause of the issue rather than continually restarting races until there is a ‘clean start’.

Seconded	5
For	9 19 6 14 22 15 8 13 3 5 20 11 16



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Against	10 4 12 7
Abstained	23 18
Result	Passed

Remit 9: Counties Radio Control Car Club (Remit 4)

Proposed Rule: G15

All National NZ and Regional Meetings (Ni & Si) must run a minimum of 2 x **minimum of 5 minute sessions** ~~6 (time to confirmed based on remits 24 & 25 below) or 10 minute 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. If it is a control tyre event you must be on the correct tyres or your time will be disallowed.

Reason: To make qualifying much easier for everyone involved and not so much pressure on the clubs to provide these huge practice days that we currently need to supply. There is a million reasons to change this rule. There are no meetings in the world anymore that run under our old system.

Seconded	7
For	9 19 6 14 22 15 13 3 7 5 11
Against	6 10 4 12
Abstained	23 16 18 20
Result	Passed



NZRCA EP On-Road Remits

Remit 10: Capital Model Racers (Remit 1)

Current Rule A1.16

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 A1.16

That decisions made by the Electric On-Road Technical Officer about On-Road Technical issues 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: This makes the lines on decision making clear - Electric On-Road Technical Officer makes decisions about Technical issues and Race Directors makes decisions about all others

Seconded	10
For	6 14 22 15 13 10 4 12 7 20
Against	8
Abstained	9 19 23 3 5 18 16 11
Result	Passed

Remit 11: Hamilton Radio Control Car Club (Remit 1)

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 At the commencement of qualifying (after practice all practice rounds complete) competitors may select any **3 (exact number of sets to be determined by AGM if remit successful)** sets (4 tires per set) of tires that will be their only allowed tires to be used for all qualifying and finals. Any combination of compound & insert may be submitted, however once marked, no other tires will be allowed for that competitor for the duration of the race meeting. The race director may at their discretion, allow the replacement of tire/s in the event of blowout and on the basis no other tires that have previously been selected by the competitor and marked as part of their **3** sets are suitable for use (eg, already fully worn).

Seconded	No Seconder
For	



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Against	
Abstained	
Result	

Remit 12: North Harbour Radio Control Car Club (Remit 1)

Current Rule

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

Proposed rule

A17.1 32 degree premounted rubber tyres for all touring car classes (21.5, 13.5, modified) for all NZRCA sanctioned events, except for on carpeted surfaces where foam tires may be used.

- I. Availability – Tyre maybe purchased through the club hosting or local suppliers (tyre needs to be readily available). Tyres could be pre-ordered through the entry form for the club to have available on pick up by the racer on practice days.
- II. Allocation – maximum of 3 sets for each class for the event.
- III. Tech - Premounts to be inspected and marked on practice days for the event and handed in to tech each night to then be collected in the morning again.

Reasons: Control tyres already working successfully in 1/10th Offroad and 1/10th on road M-Chassis class (NZRCA on-road class with a control tyre already)

Creates an even playing field for all drivers – If someone turns up with the tyre/insert combo that works best on that track they have a massive advantage.

Cost savings - Allows drivers to use tyres across classes if wanted.

Creates a national standard for clubs to adapt for outdoor on-road and simplifies tire choice for all members new and current and suppliers locally.

Control Tyres are the worldwide standard for all major on-road events

NOTE: Tire supply could be tendered for using the same process applied to the 21.5 motor ruling.

Seconded	13
For	15 13 12
Against	6 14 22 8 7 10 4 11 18 16
Abstained	19 23 9 5 20
Result	Failed

Remit 13: North Harbour Radio Control Car Club (Remit 2)

Current Rule

A18.1 Dimensional requirements for all touring car classes - Weight (including transponder) 1380g minimum

Proposed rule



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A18.1 Dimensional requirements for all touring car classes - Weight (including transponder) 1350g min

Reasons To align with worldwide spec weights

Chassis/electronics/batteries/bodyshells are getting lighter and smaller (esc's/Rx's) all the time forcing drivers to have to add significant amount of lead weight to their cars to get them up to minimum race weight.

Seconded	4
For	6 14 22 15 13 10 4 12 3 7 16
Against	
Abstained	9 19 5 20 11 23
Result	Passed

Remit 14: Capital Model Racers (Remit 3) – *Same as Remit 15 Below*

Delete Rule A3.6

Current Rule A3.6

At the New Zealand National Championship meeting, before finals are run, all A Finalists will participate in dummy finals of two to five laps to ensure there are no frequency clashes or transponder scoring problems

Reason: No longer required due to 2.4GHz – The small number using crystals do not have the need to enforce this rule, saving time at race meetings

Seconded	13
For	9 6 14 22 15 13 3 10 4 12 7 11 16
Against	
Abstained	23 19 5 20 18
Result	Passed

Remit 15: Taranaki Radio Control Car Club (Remit 1) – *Same as Remit 14 Above*

Current Rule A3.6

A3.6

At the New Zealand National Championship meeting, before finals are run, all A Finalists will participate in dummy finals of two to five laps to ensure there are no frequency clashes or transponder scoring problems

Proposed Rule A3.6

Delete.

Reason

Not necessary now days due to personnel transponders and 2.4ghz.

Seconded	Withdrawn
For	
Against	
Abstained	



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Result	
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Remit 16: Capital Model Racers (Remit 4)

Current Rule A3.9

Heats and finals will consist of a maximum of 10 cars

Proposed Rule A3.9

Heats and finals will consist of a maximum of 12 cars

Reason: With larger numbers entering meetings this gives the Race Director the ability to running large meeting to a shorter timeframe. Also matches Electrical Off-Road ruling B3.10 Heats and finals will consist of a maximum of 12 cars

Seconded	10
For	14 22 15 8 10 4 12 7 11
Against	6 13 3
Abstained	19 23 9 5 20 16 18
Result	Passed

Remit 17: Otago Radio Control Car Club (Remit 1)

Current rule:

A8
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:

A8
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. No additions to the list will be approved within 1 month from a sanctioned event commencing.

Reason:

There appears to be no current structure to the approval of motors for the current list, this has led to motors being added to the list at short notice.

Seconded	4
For	6 13 10 4
Against	14 22 15 8 12
Abstained	9 19 23 3 7 5 20 11 16 18
Result	Failed

The following 5 remits (Remit 18, 19, 20, 21 & 22) all relate to the same rules in EP On-Road and EP-Offroad. Suggest to meeting that if passed, the exact wording be created and 1 new rule be added to General rules



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Remit 18: Capital Model Racers (Remit 2)

Current Rule A2.1

No car will reverse out into traffic.

Proposed Rule A2.1

No car will have the ability to reverse ~~out into traffic~~.

Reason: Making sure no confusion about can a vehicle reverse or not. No ability to means no reverse regardless of traffic or not

Seconded	6
For	6 14 22 15 13 8 3 10 4 12 7 5 11 16
Against	
Abstained	9 19 23 18
Result	Passed

Remit 19: Hamilton Radio Control Car Club (Remit 5)

New Rule:

Proposed Rule:

Reverse must be disabled

Aim: Ban the use of reverse at all NZRCA events.

Why: To prevent self marshalling causing another racer to be struck by a car reversing into the flow of traffic. Drivers can not follow the current rule. " B2.1 No car will reverse out into traffic." This has affected results at meetings.

Pros:

A car can not reverse into traffic causing problems for other races
 Marshals will know that all cars stuck nose into the rope will need assistance

Cons:

Can't self marshal in a situation where it would be safe to do so.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	



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NZRCA EP Off-Road Remits

Remit 20: Capital Model Racers (Remit 6)

Current Rule B2.1

No car will reverse out into traffic.

Proposed Rule B2.1

No car will have the ability to reverse ~~out into traffic~~.

Reason: Making sure no confusion about can a vehicle reverse or not. No ability to means no reverse regardless of traffic or not

Seconded	10
For	9 19 14 122 15 8 13 4 10 12 7 5 11
Against	
Abstained	23 6 3 18 16 20
Result	Passed

Remit 21: Counties Radio Control Car Club (Remit 3)

Current Rule:

B2.1 No car will reverse out into traffic

Proposed Rule:

Reverse is not allowed - forward control only

Reason: Tidy up the rule we currently have this is open to interpretation. Reverse should not be allowed in any class.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

Remit 22: Nelson Radio Control Car Club (Remit 4)

Remit 4:

Current Rule

B2.1 No car will reverse out into traffic.

Proposed Rule

The use of reverse at any NZRCA sanctioned meeting is strictly prohibited.

Reason:

To write the rule better so we are racing in line with the rest of the world.

This also clears up any accidents that occur through a poorly timed re-entry in reverse.



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Removes any unfair advantage those using reverse are getting as opposed to those who are doing the right thing and opting not to run reverse. IE it just cleans it all up!!

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

Remit 23: Capital Model Racers (Remit 5)

Current Rule B1.15

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.

Proposed Rule B1.15

That decisions made by the Electric Off-Road Technical Officer about Off-Road Technical issues 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: This makes the lines on decision making clear - Electric Off-Road Technical Officer makes decisions about Technical issues and Race Directors makes decisions about all others

Seconded	9
For	9 19 22 14 15 8 13 10 4 12 7 11
Against	5
Abstained	6 23 3 18 16
Result	Passed

Remit 24: Nelson Radio Control Car Club (Remit 5)

Current Rule

B6.1 All races will be of the time duration specified for each class as listed below, plus the time to finish the last lap. Where a range is given, the duration used is to be at the race organiser's discretion, but must be declared at time of entries:

- a. 1/10th scale classes heats and finals – Six minutes.
- b. 1/8th scale classes heats – Between six and ten minutes.
- c. 1/8th scale classes finals – Between six and twenty minutes

Proposed Rule

B6.1 All races will be of the time duration specified for each class as listed below, plus the time to finish the last lap. Where a range is given, the duration used is to be at the race organiser's discretion, but must be declared at time of entries:

- a. 1/10th scale classes heats and finals – Five minutes.
- b. 1/8th scale classes heats – Six – Eight minutes.
- c. 1/8th scale classes finals – Six – Eight minutes

Reason:

1/10th classes to lose 1 minute per race to gain an additional racing Qualifying round.



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To bring our race durations in line with the rest of the world.

Many batteries used for 1/8th racing will not last a 10 minute race let alone 20 minutes.

Seconded	9
For	9 15 8 11
Against	19 10 4 12 5
Abstained	6 14 22 23 13 3 7 20 18 16
Result	Failed

Remit 25: Little Forest Raceway (Remit 1)

Current Rule

B6 RACE DURATION

- B6.1 All races will be of the time duration specified for each class as listed below, plus the time to finish the last lap. Where a range is given, the duration used is to be at the race organiser's discretion, but must be declared at time of entries:
- a. 1/10th scale classes heats and finals – Six minutes.
 - b. 1/8th scale classes heats – Between six and ten minutes.
 - c. 1/8th scale classes finals – Between six and twenty minutes.

Proposed Rule

B6 RACE DURATION

- B6.1 All races will be of the time duration specified for each class as listed below, plus the time to finish the last lap. Where a range is given, the duration used is to be at the race organiser's discretion, but must be declared at time of entries:
- a. 1/10th scale classes heats and finals – Five minutes.
 - b. 1/8th scale classes heats – Between six and ten minutes.
 - c. 1/8th scale classes finals – Between six and ten minutes.

Reason:

Reduce the time of 1/10th scale heats and finals back to 5 minutes (IFMAR standard). Currently with 6 minutes, events are struggling to get through more racing due to the extended time of 6 minutes. After speaking to a large number of racers at the 2017 1/10th EP Off-Road Nationals, many said they would rather try and do a further round of racing than have 1 extra minute as we currently have.

The original remit to move to 6 minutes was made due to the decrease in members competing at large events at the time, and the introduction of Lipo batteries. Numbers have since increased to record numbers.

Seconded	4
For	9 19 15 4 10 7 5
Against	12
Abstained	6 14 22 23 13 3 20 11 18 16
Result	Passed

Remit 26: Capital Model Racers (Remit 7)

Current Rule B3.3



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The race result is to be calculated by the amount of laps completed in the race stated time plus 1 lap, with the number of seconds taken to complete the lap after the race stated time, with an appropriate time (approximately 1.5 times) a host clubs average lap time

Proposed Rule B3.3

The race result is to be calculated by the amount of laps completed in the race stated time plus 1 lap, with the number of seconds taken to complete the lap after the race stated time, to a maximum of 45 seconds.

Reason: With new one off indoor venues there isn't any host clubs average lap time – This also matches Electrical On-Road ruling A3.2 The race result is to be calculated by the amount of laps completed in the race stated time plus 1 lap, with the number of seconds taken to complete the lap after the race stated time, to a maximum of 45 seconds.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

Remit 27: Capital Model Racers (Remit 8)

Current Rule B3.4

Did Not Finish (DNF) is to be calculated by the number of laps actually completed in the race stated time plus 45 seconds.

Proposed Rule B3.4

Failure to complete the last lap after the heat or final time is completed shall mean the result will be the number of laps and time at which the car completed the previous lap (e.g. in a 5 min race the previous completed lap might have been at 4:43)

Reason: This keeps in line of ruling A3.3 Failure to complete the last lap after the heat or final time is completed shall mean the result will be the number of laps and time at which the car completed the previous lap (e.g. in a 5 min race the previous completed lap might have been at 4:43)

Seconded	7
For	9 19 14 22 15 10 4 12 7 11
Against	
Abstained	6 23 13 3 5 20 18 16
Result	Passed

Remit 28: Capital Model Racers (Remit 9)

Delete Rule B3.7

Current Rule B3.7

At the New Zealand National Championship meeting, before finals are run, all A Finalists will participate in dummy finals of two to five laps to ensure there are no frequency clashes or transponder scoring problems

Reason: No longer required due to 2.4GHz – The small number using crystals do not have the need to enforce this rule, saving time at race meetings

Seconded	10
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For	19 9 14 22 15 13 3 12 7 5 11
Against	
Abstained	6 23 20 16 18
Result	Passed

Remit 29: Little Forest Raceway (Remit 3)

Current Rule

- B13.3 The use of Lipo/LiFe batteries is to be as per NZRCA General Rules **G16** and the following mandates;
- i) 1/10th scale classes: maximum voltage of 8.4 volts.
 - ii) 1/8th scale classes: maximum voltage of 16.8volts.

Proposed Rule

- ~~B13.3 The use of Lipo/LiFe batteries is to be as per NZRCA General Rules **G17** and the following mandates;~~
- ~~i) 1/10th scale classes: maximum **charge** voltage of 8.4 volts.~~
 - ~~ii) 1/8th scale classes: maximum **charge** voltage of 16.8volts.~~
- Amended to remove from the EP Offroad rulebook and covered by general rules only**

Reason:

With newer high voltage Lipo batteries (8.6v) now available, we need to follow the rest of the world and limit the charge voltage to 8.4v and 16.8v to ensure all competitors are competing with equal voltage batteries.

New Lipo general rules G17 to be formulated and put into general rulebook with EP off-road and EP on-road rulebooks both referring back to new section

Seconded	7
For	19 14 22 15 9 13 3 4 10 7 5 11
Against	
Abstained	6 23 20 18 16
Result	Passed

Remit 30: Hamilton Radio Control Car Club (Remit 2)

Current Rule B13.3

- The use of Lipo/LiFe batteries is to be as per NZRCA General Rules G16 and the following mandates;
- i) 1/10th scale classes: maximum voltage of 8.4 volts.
 - ii) 1/8th scale classes: maximum voltage of 16.8volts.

G16 INAPPROPRIATE BEHAVIOUR PENALTIES

G16.1 The NZRCA Executive reserves the right to issue fines/suspensions to member/s for inappropriate behaviours towards any NZRCA Executive or member. Inappropriate behaviour includes on the use of public forums or social media. The NZRCA Executive can issue any or all of the below:

- (a) Reprimand which can be private or public.
- (b) Relegate finishing positions.
- (c) Exclude from the results of the event.
- (d) Suspend NZRCA Licence for an infinite number of days, starting from the date of the offence.

G16.2 When a complaint is heard, the NZRCA executive shall meet with a minimum of the President, Secretary, Treasurer, the 2 Technical Officers from either Electric or I.C and the Club Executive Committee of the parties concerned to be fully informed of the meeting taking place and the outcome.



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G16.3 Members wanting to make a formal complaint are to submit their complaint in writing to the NZRCA with all appropriate evidence, and must be supported with a fee of \$50 that will be refunded if the complaint is upheld.

Proposed Rule B13.3

The use of Lipo/LiFe batteries is to be as per the following mandates;

- i) 1/10th scale classes: maximum voltage of 8.4 volts.
- ii) 1/8th scale classes: maximum voltage of 16.8volts.

Reason:

Removal of the wording “NZRCA General Rules G16 and” to tidy up the rules as G16 does not relate to Batteries.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

Remit 31: Little Forest Raceway (Remit 4)

**Current Rule
 B15 Tyres**

- B15.1 For all NZRCA National Events, one control tire per Class is to be nominated by the host club.
- B15.2 No restriction on rims or insert. Tire compound is to be nominated by the host club.
- B15.3 Drivers are to supply own tires and it is the drivers responsibility to prove their tires comply with the nominated tires at scrutineering.
- B15.4 Host Club to nominate each class tyre when they apply to host the event or must provide all nominated tires at the soonest possible date prior to entries being opened to the event.

Proposed Rule:

B15 Tyres

- B15.1 For all NZRCA National Events, one control tire per Class is to be nominated by the host club.
- B15.2 No restriction on rims. Tire compound is to be nominated by the host club.
- B15.3 Inserts are to be as supplied with tires **or** nominated by the host club.
- B15.4 Drivers are to supply own tires and it is the drivers responsibility to prove their tires comply with the nominated tires at scrutineering.
- B15.5 Host Club to nominate each class tyre when they apply to host the event or must provide all nominated tires at the soonest possible date prior to entries being opened to the event.

Reason:

We have controlled tires but no control on inserts. Making inserts controlled to either those supplied with tires or to a nominated insert will help reduce cost for all racers and puts all competitors on an equal platform.

Seconded	5
For	9 19 14 22 8 13 3 10 4 12 7 5 11
Against	
Abstained	6 23 20 18 16
Result	Passed

Remit 32: Nelson Radio Control Car Club (Remit 1)



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Remit 1:

Current Rule

B15.1 For all NZRCA National Events, one control tire per Class is to be nominated by the host club.
B15.2 No restriction on rims or insert. Tire compound is to be nominated by the host club.

Proposed Rule

B15.1 For all NZRCA 1/10th Offroad National Events, one control tire per Class is to be nominated by the host club.
B15.2 Tyres (including inserts they come with) and Compound are to be nominated by the host club.

Reason: Inserts must be controlled for the expense to be limited. Makes the racing fairer when all on the same insert and tyre. Removes the advantage that home track testing brings. Suggestion is if the tyre comes with an insert this should be used, eliminating the extra cost in purchasing others over and above.

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

Remit 33: Capital Model Racers (Remit 10)

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, one control tire per 10th scale Class is to be nominated by the host club.

Tires for all 8th Scale classes shall be open

Reason: Believe that this rule will hurt 8th scale class entry numbers

Seconded	5
For	9 19 8 10 4 12 7 5 11
Against	15
Abstained	6 14 22 23 13 3 20 18 16
Result	Passed

Remit 34: Nelson Radio Control Car Club (Remit 2)

New rule.

The cutting or tampering with any controlled tyre at NZRCA sanctioned meetings is strictly prohibited

Reason: Controlled tyres need to be controlled and the same for everyone.

Seconded	Withdrawn
For	
Against	



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Abstained	
Result	

Remit 35: Capital Model Racers (Remit 12)

New Rule

Proposed Rule B15.5

Control tires are to be in near new condition with no tampering or alterations allowed. This will be at the race director's discretion.

Reason: This clears up any confusion on whether you can or can't tamper with Control tires

Seconded	5
For	9 19 15 10 4 7 5 11 18
Against	12
Abstained	6 22 14 13 23 3 20 16
Result	Passed

Remit 36: Counties Radio Control Car Club (Remit 1)

Proposed Rule:

The use of any oil or petroleum based compound for the purpose of treating the tire is prohibited. Only regularly available detergent based cleaners and water can be used to clean the tires. The use of solvents to clean the tire bead before glue application is permitted.

Reason: Save the confusion about 'doping tyres with cleaners', Rule is the same as the current Australian 10th rule.

Seconded	4
For	9 19 10 4 12 5 11
Against	
Abstained	6 14 22 13 3 7 16 18
Result	Passed

Remit 37: Capital Model Racers (Remit 11)

Current Rule B14.4

Host Club to nominate each class tyre when they apply to host the event or must provide all nominated tires at the soonest possible date prior to entries being opened to the event.

Proposed Rule B15.4

Host Club to nominate each class tyre when they apply to host the event or must provide all nominated tires at the soonest possible date prior to entries being opened to the event.

Reason: Numerical error B14.4 should be B15.4



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Seconded	12
For	9 19 22 14 13 3 12 10 4 5 11
Against	
Abstained	18 16 6
Result	Passed

Remit 38: Nelson Radio Control Car Club (Remit 3)

Current Rule

B1.8 A driver may enter any and as many classes as they wish at a sanctioned meeting.

New Rule

Racers entering Modified at NZRCA Sanctioned National events cannot enter Stock with the same type of car. IE if entering 2wd mod you cannot enter 2wd stock.

Amended to read:

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

Reason:

The unlimited entry currently this makes the meetings longer and provides an unfair advantage to those with the budget to buy multiple cars and gear.

It opens it up to running a Stock motor in Modified classes to gain track time with the same car.

If this rule was adopted all racers attending these events could get more racing rounds in. The meetings may not be smaller in time but all racers benefit with more track time.

This should apply to all RC classes.

- Also those racing Stock at the event will benefit, Currently Modified finalists occupy many Stock A final positions Eliminate Modified racers and it opens up positions for more Stock / Spec racers.. These racers wont feel they are having to get out of the way of the fast guys and have the chance to compete for the win etc...

If you are fast enough to run in Modified you don't need Stock.

We understand more classes create revenue for the Host club however this is out-weighted for the betterment of the Sport/Hobby.

Seconded	19
For	9 19 7 11 18
Against	5 12
Abstained	6 22 14 13 3 10 4 16
Result	Passed

Remit 39: Taranaki Radio Control Car Club (Remit 5)

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



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Final positions will be decided by a point system based on one (1) point for the winner of each final on down to ten (10) points for the tenth placed finisher in each separate final. The best two (2) of three (3) finishes will count. In the event of a tied position, the driver with the single best finishing position in either of the best two (2) finals that counted, will be awarded the tie, in the event of a continuing tie, then the laps and times from the best finishing position will be compared and the one with the fastest laps and time total will be awarded the tie. If still continuing, then times from the second best position will be compared.

Reason

Aligns with IFMAR electric off road rule 1.8.3 directly.
 Aligns to be similar to NZRCA electric on road rule A3.11.
 Clarifies how to award a tied points finish.

Seconded	9
For	9 3 13 10 4 12 7 5 11 19
Against	
Abstained	14 22 6 18 16
Result	Passed

Remit 40: Nelson Radio Control Car Club (Remit 6)

**Remit 6:
 Current Rule**

Unsure where this rule is???

Proposed Rule

Finals points system.
 In the instance of a tie-break the fastest single final from each tied competitor will determine the result.

Reason:

If a round or rounds are to be dropped that should remain the case, re dropped rounds should not influence the decision

Seconded	Withdrawn
For	
Against	
Abstained	
Result	

Remit 41: Taranaki Radio Control Car Club (Remit 4)

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.



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Seconded	19
For	9 19 4 10 13 12 5 11 14 22
Against	
Abstained	6 3 7 18 16
Result	Passed



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NZRCA IC On-Road Remits

Remit 42: Taranaki Radio Control Car Club (Remit 6)

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:

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. An additional grid should be marked in the case of a ten minute delay call.

Seconded	3
For	13 3
Against	
Abstained	9 19 6 14 22 4 10 12 5 11 18 16
Result	Passed

Remit 43: Taranaki Radio Control Car Club (Remit 7)

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. Standardises with NZRCA IC off road rule D5.1.

Seconded	3
For	13 3
Against	



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Abstained	9 6 14 19 14 22 4 10 12 7 5 11 18 16
Result	Passed

Remit 44: Taranaki Radio Control Car Club (Remit 8)

Current Rule C28.1

C28.1 Weight

The Dimensions of 1/8th 4WD Circuit Class must be within the following:

Weight Minimum weight with no fuel but with transponder 2450g

Proposed Rule C28.1

C28.1 Weight

The Dimensions of 1/8th 4WD Circuit Class must be within the following:

Weight Minimum weight with no fuel but with transponder 2400g

Reason

To align with IFMAR.

Seconded	3
For	13 3
Against	
Abstained	9 6 14 19 14 22 4 10 12 7 5 11 18 16
Result	Passed



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Appendix 4

2017 NZRCA Presidents Report

This past year has been a pretty good one for our association.

Membership has stayed static following last years' fall. We have approximately 750 licenced members. 260 of these belong to the RC speedway club. The number of affiliated clubs has increased while there is a couple of clubs struggling for members.

Our annual returns show a leap in profit, mainly from the increase in licence fees. I hope that this AGM will provide the elected executive with a positive direction that our association take to strengthen our current and new members.

The purchase of the live timing licences (12) has proved a great success so the \$1800 was well spent.

Another success from the last AGM was the introduction of the Reds motor as the control motor for stock touring.

Credit also to our team of 1/8 IC off road races, who competed with distinction in Las Vegas. Added to that the information they brought back with them has already been noted in events here since.

Not so notable was behaviour at the IC Nationals held in Blenheim. This included abuse of the race director, extremely bad language (mainly pit crew) and a member drinking alcohol. All these behaviours are unacceptable

We have had a couple of incidents this year showing the importance of health and safety. Following a pit crew member being hit in the head by an IC on road car, the club concerned has taken the following steps. All members have been given a health and safety course as they affect our activities and they have been taught how to marshal cars safely and this is an ongoing activity.

There are several hard-working members taking a break for health and other various reasons. They have done a terrific job and we wish them the best. No names as I would be sure to miss someone important.

My thanks to the out-going executive, some who will be back. It's not an easy job, with some members quick to find fault from the safety of a key board.

Remember, you the member today will put new executive members in place for the coming year. You the members will adjust the rules not the NZRCA executive. They are only charged with implementing them to the best of their ability.

I also want to thank, on your behalf all those individuals who keep the clubs and competitions going, many behind the scenes doing thankless jobs.

Finally, a thank you to Scott. I am quite sure many of you will not realise the amount of time and effort he has put into the role as secretary to keep you all informed and our affairs in order. Ably supported by Amber he continues to do an awesome job.

I wish all members the best of luck for the next season.

Murray Macdonald, President



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Appendix 5

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RD10
PALMERSTON NORTH 4470.
0274 43 43 43

12 September 2017

N.Z.R.C.A.
C/o Scott Kendall
New Plymouth.
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Application to Join the N.Z.R.C.A

Raukawa International Raceway wishes to apply to join the NZRCA.

Raukawa International Raceway is a privately funded and provided facility, and wishes to promote the sport of RC car racing as a fun and friendly within the rules and regulations of the NZRCA. Further we also wish to host National and Nationally significant events at our facility.

Raukawa International Raceway members will pay a subscription to race at the facility and we would like to offer them a NZRCA number to further promote the members to the greater appeal and events that RC racing has to offer, however our organisation structure is that of a GST registered business, and as such our members are more subscribers than that of a normal club membership.

Raukawa International Raceway is solely a electric based organisation designed to promote and increase numbers racing in current NZRCA 1/10th EP Off Road classes, Youth development and technical development.

Should we be accepted into the NZRCA we would like the opportunity to host the 2018 Vintage Nationals and at the same time revive the Under16 NZRCA Nationals to run inside the event as a true family event. This date we propose is the first weekend of the school holidays starting Friday the 13th April and ending on Sunday 15th April 2018. Should we be accepted we will do our best to arrange an indoor venue as a back-up however this would mean a change in race formats to be achieved.

We need to advise we do not have an AMB Timing system and would need to hire one, and depending on the outcome of the discussion at this AGM we would arrange to have the preferred Timing system of the NZRCA at that time.

We would appreciate the opportunity to join the NZRCA, and look forward to receiving positive news on both these matters.

Yours Sincerely

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Appendix 6

NOTES ON CONTROL TYRE TESTING FOR ONROAD USE

My name is Duane Barber, a member of HBRCC.

I race both on road and off road. On road classes M chassis, F1 and 21.5 TC. My son Drew races M chassis, F1 and 13.5 TC.

The reason for this letter is after first reading through remits and seeing remit No 12 about one control tyre for all TC classes I was very concerned as to how that would work particularly for for Stock Touring. Thoughts of cold mornings / days at our track as our track temperature can change so much - how would cars handle?

Since I had some 32 deg tyres for Drew's car I thought I'd try them out on my 21.5 car to see if they were going to be as bad to drive as I first thought they would be after reading remit. Went to track on Tuesday after we had raced that Sunday so track was pretty clean. Track temperature was 23-25 deg. No changes to car set up from the weekend where I ran Sorex 20deg for qualifying & Sorex 24deg all races. Put Volante 32 on cold (no tyre warmers) then ran a few laps. Was very surprised how drivable car was. Decided to do some controlled testing with other tyres I had.

The following notes were all done with track temp 24-26 degrees. Same car set up. Temp tyres onto track. Two laps warm up then 10 laps race pace. Temp tyres coming off track. Timing was done from transmitter so not super accurate.

CAR ONTO TRACK WITHOUT TYRE WARMERS

Sorex 28 pre mounts

17deg onto track

31deg off track

Slight push into corner nice to drive 18sec laps.

Tyres not new 8-10 runs on them

Ride 28 red 26008

20deg onto track

32deg off track

Major push into corner loose on exit 18.5sec best lap.

Not nice to drive

Tyres 2-3 runs

Muchmore AT-VPM 32

21deg onto track

33deg off track

Push into corner ok on exit 18.3sec laps

Tyres 2-3 runs

Volante V5T-PG32R

21deg onto track

33 deg off track

Push into corner 18.1-2 sec laps

Nice to drive

NEXT LOT OF TESTING WAS TYRE WARMERS 50 DEG FOR 5 MIN

Sorex 28deg

40deg onto track

36 deg off track

Hooked up straight away. Nice to drive 17.8sec lap

Volante 32

38deg onto track

36deg off track

Pretty much hooked up straight away. Still slight entry push 17.9-18sec laps

As a comparison put old practice set of Sorex 24 deg tyres on

25deg onto track been sitting in back of car in sun

35deg off track

Very consistent and fast 17.7-8 sec laps

As these were only my results I asked a few other guys who race 21.5 TC at HBRCC to try tyres same as I had done on their own cars to see what they thought. Sonny, Michael, Gavin and Craig all felt similar drivability with tyres tested. Asked if they would race with Volante 32 as a control tyre and each concluded they could see it working.

As a club member & running the scrutineering - the thought of running control tyres with different compounds for each TC class and number of sets allocated per driver is a nightmare. So in conclusion if NZRCCA does choose to go with control tyres in Touring car classes - the Volante 32 would work perfectly fine in 21.5 TC. At the current HBRCC track.

Regards

Duane Barber