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2019 NZRCA AGM REMITS

NZRCA GENERAL RULES REMITS

Remit 1: Little Forest Raceway (Remit 1)

Current Rule G1.5

G1.5 There will be only one NZRCA sanction event on any given date.

Proposed Rule G1.5

G1.5 There will be only one NZRCA sanction event from each faction (eg. EP-Onroad) on any given date.

Reason:

With the addition of other factions such as Large Scale, there are often events held on the same weekend that are so removed from each other there is no reason they can't both be held on the same weekend. By stating same faction means that each area of the sport can only have 1 sanctioned event approved per weekend.

Seconded	
For	
Against	
Abstained	
Result	

Remit 2: Little Forest Raceway (Remit 2)

Current Rule G4.9

G4.9 The lap counting and/or timing system manager to be appointed by the NZRCA and may not be a competitor in the main event, but may race in a support class at the event.

Proposed Rule G4.9

G4.9 The lap counting and/or timing system manager to be appointed by the host club in consultation with the NZRCA and may not be a competitor in the main event, but may race in a support class at the event.

Reason:

To make the same wording as the race director role. Host clubs should be able to choose the lap counter for their event provided they can prove to the NZRCA that the person selected is capable of completing the position.

Seconded	
For	
Against	
Abstained	
Result	

Remit 3: NZRCA Executive (Remit 1)

Current Rule – G5.2 (addition to G5.2)



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Violent behaviour or language on the rostrum or in the pits is also unacceptable.

Proposed Rule G5.2.1

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

Reason:

Currently there is no rule in relation to the behaviour of people associated with the driver and therefore the race director or NZRCA Executive have no powers to issue penalties to the driver should any adverse actions or behaviours take place. This was highlighted during 2018 after an incident relating to the pit crew of a driver.

Drivers should be responsible to ensure the people related to them and their racing act appropriately at both club race days and NZRCA sanctioned events.

Seconded	
For	
Against	
Abstained	
Result	

Remit 4: CMR (Remit 1)

Current Rule: G7.2 Technical Inspection must take place before the start of the first heat. Cars must be presented for inspection after being requested by the Officials.

Proposed Rule:

G7.2 Technical Inspection for Sanctioned Events

Prior to the start of each qualifying heat or final all cars in that heat or final must be presented for technical inspection. Cars which are not presented for technical inspection will be disqualified. Cars that have a technical infringement must fix the issue before the race.

Pre-Race Check:

All cars shall be presented immediately before their race for the following checks;

- Bodyshell (all)
- Tyre markings (All TC Classes)
- Battery voltage (All)
- Weight (all)
- Binky Mode (as per Blinky classes)

Once checked, cars shall not be permitted to return to the pit area.

At any time, the Race Director may ask any competitor to present their cars to Technical Inspection.

Additionally, at the Chief Scrutineer’s discretion, any or all cars, may be checked for any regulation post-race.

All cars maybe impounded at the end of the finals for potential further technical inspection.

At any time, the Race Director may ask any competitor to present their cars to Technical Inspection.

No race will be delayed because of non-compliance by a competitor.

Reason:

Currently no guidelines as to running of pre or post-race tech inspection. Recommend pre-inspection as can check cars meet standard before race as a post-race check does not account for starting battery voltage nor if an illegal car interferes with a legal car’s run potentially effecting results.

Seconded	
For	
Against	



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Abstained	
Result	

Remit 5: Christchurch Indoors (Remit 1)

Current Rule: G7.2 Technical Inspection must take place before the start of the first heat. Cars must be presented for inspection after being requested by the Officials.

Proposed Rule: G7.2 Technical Inspection of battery voltage, weight, size, and motor/ESC/tire restrictions (where applicable) must take place before the start of **EVERY** race. Any car may be requested for further technical inspection at any time by the Officials.

Reason:

Sets a procedure for the scrutineering of vehicles at major events, with the implementation of High voltage batteries there is no way to test beginning voltage after the completion of a race, requiring technical inspections of core class rules to be carried out prior to races commencing.

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Against	
Abstained	
Result	



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NZRCA EP On-Road Remits

Remit 6: Christchurch Indoors (Remit 4)

Current Rule: No current rule in on road technical. To be placed as A3.12

Proposed Rule: New Rule:

A3.12 Sanctioned meetings may be run under "Reedy/Points" Format, at host clubs discretion. Format is to be a minimum of 2x5min practice runs. followed by a minimum of 6 rounds from which which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (As approved by NZRCA).

Reason:

We spend 75% of any given sanctioned meeting practicing/qualifying/not RACING, which is what defines the 25% of the meeting which determines the result. Under the Points/Reedy format, it requires drivers to not only fast, but have consistency and race craft beyond qualifying at the front, starting at the front, and having (potentially) 2 races decide the result of the meeting.

This format was tried recently at a large meeting, and has been trialed and run successfully at club level with an overall increase of driver awareness and ability seen. It is noted that there were some discrepancies/errors with the generation of grids at some of these meetings, however there are means to generate correctly spread draw tables for this style of meeting.

Seconded	
For	
Against	
Abstained	
Result	

Remit 7: Christchurch Indoors (Remit 5)

Current Rule:

A7.2.1 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:

A7.2.1 Motors for Stock Touring class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.

Reasoning: Bring Stock Touring into line with Super Stock Touring. there are more than one "version/generation" Of the current "control" motor, with (arguably) different performance figures. Open back up to Internationally approved lists allows all internationally recognised approved motors to be used with minimal requirement on the NZRCA to determine which motors are "in" and which motors are "out". It is a Stock Class, not a spec class, so why is a spec motor required. Many clubs do not enforce this rule at club level anyway.

Seconded	
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Against	



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Abstained	
Result	

Remit 8: Capital Model Racers (Remit 2)

Current Rule: A7.2.1 Stock Touring: NZRCA approved Reds Racing 21.5T (Model Number MTTE0013) 540 size 21.5 turn brushless motor only.

Proposed Rule: A7.2.1 NZRCA be retender the 21.5T motor for on a 3 year cycle with six month lead in time.

Seconded	
For	
Against	
Abstained	
Result	

Remit 9: Christchurch Indoors (Remit 10)

Current Rule: No Rule

Proposed Rule: (Should Previous Remit for Stock touring not go through) A control motor is to appointed by the NZRCA through tender, with control motors being retendered every 2 years. Control motor to be retendered prior to the beginning of 2020 Season.

Reasoning: Advancements in technology and motors may allow better options to be available as time progresses. control motor generations change over time, so an update every 2 years allows a more reasonable time frame to fix motor commitments from suppliers.

Seconded	
For	
Against	
Abstained	
Result	

Remit 10: Christchurch Indoors (Remit 9)

Current Rule: A7.2.2 Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Proposed Rule: A7.2.2 Motors for Stock Touring class to be ROAR/EFRA/IFMAR approved brushless motors with a minimum of 21.5 turns.

Reasoning: Bring into line with Stock Touring. Remove the need for the NZRCA to maintain its own approval list, when there are already approval lists out there which are tested/mandated to a far higher level than we are currently able to.

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Against	
Abstained	
Result	

Remit 11: Christchurch Indoors (Remit 7)

Current Rule:

A7.2.2 Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Proposed Rule:

A8.4 Formula One: 540 size 21.5 turn brushless motors as per NZRCA approved list only.

Reasoning: Formula 1 is a Limited Class, not a Stock Class, so should be with the limited motor rules (EG pro 10/12)

Seconded	
For	
Against	
Abstained	
Result	

Remit 12: Christchurch Indoors (Remit 8)

Current Rule: No Rule

Should previous remit go through:

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

Reason: Duplicating ESC Rules for SuperStock if rule was to be shifted out of "Stock motor" Section to cover blinky mode/stock spec being mandatory

Seconded	
For	
Against	
Abstained	
Result	

Remit 13: Christchurch Indoors (Remit 6)

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: Removal Of Rule. This Rule Is A Double Up, and is covered under stock motor specifications section rule A7.2.1



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Against	
Abstained	
Result	

Remit 14: Taranaki (Remit 9)

Current Rule A17.3

No tyre additives or tyre conditioners are allowed.

Proposed Rule A17.3

Move it to Electric General Rules to cover all tyres in all Electric classes.

Reason:

To simplify and standardise the rules so it is common for all Electric on road classes.

Seconded	
For	
Against	
Abstained	
Result	

Remit 15: North Harbour (Remit 1)

Current Rule A17 – Tyres

There is no current rule on control tyres for NZRCA on-road sanctioned events

Proposed Rule A17.4

A hosting club of an NZRCA on-road event is allowed to select a control tyre for the event in question.

Reason:

To help keep an even playing field between competitors

The club has local knowledge of the best tyre compounds so removes the need for multiple tyre brands/compounds needing to be purchased by competitors

The club can allocate the maximum number of sets for each class allowed reducing the overall racing costs for the competitor (the racer does not need to buy the maximum allocation if they choose not to do so)

** recommended maximum 2 sets for stock class / 3 for modified class

Creates a more realistic racing event as racers can decide on when to run a new or used set during qualifiers or mains

Control tyres are the international standard for on-road events

NZ already utilising this rule in mini on-road and for offroad NZRCA sanctioned events so is not an untested rule. Also utilised to great success at a club level with the spec TT02 class that a number of clubs run

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Against	



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Result	

Remit 16: Christchurch Indoors (Remit 11)

Current Rule: A19, 20, 21

Proposed Rule: Removal of rules

Reasoning: These Rules Are covered under Motor Rules, A7/A8. No Receiver pack Rule is redundant, receiver packs are not hard cased and as such cannot be used anyway.

Seconded	
For	
Against	
Abstained	
Result	

Remit 17: Hawkes Bay (Remit 1)

Current Rule A22

A22 M-CHASSIS

A22.1 Any Tamiya M03/M05 chassis car apart from the below exceptions may be used.

A22.2 Kits deemed to be illegal: a. RC Fiat Abarth 1000 TCR – M05 Berlina Corse (#58465) NZRCA EP ON-ROAD RULES 2019 Version 22.0 © 10 b. RC Suzuki Swift Super 1600 – M05Ra (#58464/#58471) c. Any M03/M05 PRO kit (#58443/#84131) d. Any M03/M05 R kit (#84023/#49417)

A22.3 Cars must be assembled as per instruction manual, and no chassis/power train modifications allowed.

A22.4 A minimum weight limit of 1230g (with transponder) will apply.

A22.5 No Hop-Ups allowed, apart from the following: a. standard ball bearing kit (no ceramic bearings), b. Tamiya M03/M05 sway bar kit, c. Tamiya High Torque Servo Saver and d. M Chassis reinforced gear set Tamiya part number 54277

A22.6 Only Tamiya plastic damper may be used (No oil filled shocks).

A22.7 No chassis lightening allowed.

A22.8 Only Body shells listed in the NZRCA M-Chassis body list are deemed legal.

A22.9 Sweep Pre-Glued 40deg M-Chassis Tyres only – Part # SWP-MN40 shall be eligible for M-Chassis class

A22.10 Drilling extra vent holes in the wheels is illegal.

A22.11 Only batteries as per Rule A10 may be used. Modifying the chassis to fit batteries is not permitted.

A22.12 Only stock motors as per Rule A7.1 may be used.

A22.13 Only 16, 18, 20 tooth pinions to be used.

A22.14 Any brand of motor heat sink is permitted as long as they attach to the motor in such a manner as to not be considered a structural component of the car. A22.15 Only the three step mechanical speed controller, as supplied in the kit or the Tamiya ESC model TEU-101BK - P/N 45029, TEU-104BK – P/N 45041, TEU105BK – P/N 45055, TBLE-02S – P/N 45057, are permitted. The battery plug may be changed, however no other component/s relating to the speed controller maybe altered.

A22.16 The ride height of all cars will be minimum 7mm. This will be measured by rolling the car over a NZRCA Approved Gauge after the scrutineer has compressed the car's suspension. Pre Load Spring Clips only can be used to achieve this.

Proposed Rule A22

A22 Tamiya M-CHASSIS

A22.1 Any Tamiya M-Chassis car including models:



M02, M03, M04, M05, M06, M07, M08.

This includes kits with "R", "Ra" and "PRO" in their title.

A22.2 Cars must be assembled as per instruction manual and no chassis modifications or chassis lightening is allowed, except for minor grinding on the M07 for clearance of the brushless motor wire tabs.

A22.3 No power train / diff modifications are allowed.

A22.4 A minimum weight limit of 1230g (with battery & transponder) will apply.

A22.5 The ride height of all cars will be minimum of 6mm. This will be measured by rolling the car over an NZRCA Approved Gauge after the scrutineer has compressed the car's suspension.

A22.6 Only genuine Tamiya replacement parts designed for that particular chassis can be used with the exception of the following hop ups:

- a. Standard ball bearing kit (no ceramic bearings)
- b. Sway Bar kit
- c. Tamiya High Torque Servo Saver and any aftermarket alloy servo horn specifically made to fit the Tamiya High Torque Servo Saver.
- d. M-Chassis reinforced gear set Tamiya part number 54277
- e. Any aftermarket Touring Car shocks and spring set
- f. Alloy wheel hexes, with a maximum thickness of 5mm
- g. Universal Swing Shaft, including Double-Carden type driveshafts.
- h. Hardened motor pinion - 16, 17, 18, 19 & 20 tooth only.
- i. Any brand of motor heatsink is permitted as long as they attach to the motor in such a manner as to not be considered a structural component of the car.
- j. 3Racing 7075 Aluminium Side Stiffener 2 pcs for Tamiya M07 – these are required to provide the necessary clearance of the brushless motor wire tabs.

A22.7 No other hop-up part including (but not limited to) the following are allowed:

- a. Any optional high-speed gear sets, gear adaptors or ball diffs.
- b. Alloy or aftermarket steering rack
- c. FRP / Graphite or alloy shock towers

Basically - if it's not on the "allowed" list - it's not allowed.

A22.8 Only 16, 17, 18, 19 or 20 tooth pinions to be used.

A22.9 Body Shells

Only Body shells (from any manufacturer) specifically designed for M-Chassis with wheelbase of 210 / 225 / 239mm can be used

A22.10 Spec Tyre & Wheel combo

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

A22.11 Drilling extra vent holes in the wheels is illegal.

A22.12 Spec Motor and ESC

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

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



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A22.14 Only batteries as per Rule A10 may be used. Modifying the chassis to fit batteries is not permitted.

Reason:

The current M-chassis rules have been in place - largely unchanged - for a couple of decades. Support for the class has dropped significantly in recent years. There are new chassis available - the M07 and now the M08 - with a different spec (ie no electronics, motor or body in the kit).

With this in mind HB has been running the class at club level with its own updated set of rules for the last 18 months.

Essentially:

- Allowing the M07 to race
- Using a spec brushless ESC/Motor – for all cars, not just the M07.
- Plus, opening up the body rules and returning to 60 diameter tires.

Numbers have climbed from 4 or 5 cars to at least 15. And the fun factor has returned. In many ways this has been a runaway success at our club attracting some of the largest fields.

The racing has been close. A good driver with an M03 or M05 can still win (and often do). However, the M07 is a much nicer car to drive and is keeping newbies happy – something you couldn't say about any of the previous models. The result is better buy-in; racers are sticking with the class as opposed to buying an M03 / M05, hating it's driving characteristics and leaving the class.

The Brushless system has also levelled the playing field. Bench testing shows the tolerances of the system are much closer than the old silvercan. There is virtually no difference in several units that were tested. The racing has confirmed this.

Important to note: The brushless system is no faster (or slower) than a good silvercan, so that aspect hasn't changed.

The Hobbywing system we are using has been adopted by other clubs, so a large number of racers are already using it. It's well priced, readily available from several sources and has proven to be robust. We have no reports of faulty units. Being a popular spec system in Asia, the factory tells us they will be manufactured to the same spec for some time.

Plus – the M07 comes without a Motor/ESC – meaning you have to buy something. It wouldn't make sense to continue buying a silvercan system. The technology is out of date.

It did make perfect sense to use what was in the box when it came with the kit. But it doesn't appear that Tamiya are going to release the M07 (or M08) with a Motor/ESC and body.

There are a couple of hop-up options included in our remit. This is intended to allow ALL M-Chassis cars reach a similar spec, regardless of age or model.

We realise this is a significant leap from previous rules but after 18 months of trialing – it's certainly worked at our club. And perhaps rather than drip-feed these changes over several years it's time to bite the bullet and move on.

Also of Note: We didn't put forward this remit at last year's AGM, even though at that point we had been running to this revised set of rules for some time. This has allowed plenty of time to iron out any issues (in fact there have been none) and for other clubs to either trial it or come and race at HBRC to see for themselves. We regularly attract out-of-town drivers and they appear to be as happy & supportive of the change as much as HB locals. During this time, we have made a hard copy flyer freely available and the same info can be found on our webpage. The trial has not been done in secret.

Seconded	
For	
Against	
Abstained	



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NZRCA EP Off-Road Remits

Remit 18: Christchurch Indoors (Remit 2)

Current Rule:

B1.10 It is the responsibility of the competitor, to be able to prove the legality of his/her batteries. Cells/Packs must retain original covering and labelling in suitable condition to satisfy scrutineers as to the cells/packs eligibility.

Proposed Rule:

Relocate to General Rules battery Section G17

Reasoning: Keeps all battery rules together.

Seconded	
For	
Against	
Abstained	
Result	

Remit 19: Christchurch Indoors (Remit 3)

New Rule:

B3.13 Sanctioned meetings may be run under "Reedy/Points" Format, at host clubs discretion. Format is to be a minimum of 2x5min practice runs. followed by a minimum of 6 rounds from which which points are accrued from race finishing positions, dropping the single worst round. Grids are to be generated using an approved fair spread random calculator (As approved by NZRCA).

Reason:

We spend 75% of any given sanctioned meeting practicing/qualifying/not RACING, which is what defines the 25% of the meeting which determines the result. Under the Points/Reedy format, it requires drivers to not only fast, but have consistency and race craft beyond qualifying at the front, starting at the front, and having (potentially) 2 races decide the result of the meeting.

This format was tried recently at a large meeting, and has been trialed and run successfully at club level with an overall increase of driver awareness and ability seen. It is noted that there were some discrepancies/errors with the generation of grids at some of these meetings, however there are means to generate correctly spread draw tables for this style of meeting.

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Abstained	
Result	



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NZRCA IC On-Road Remits

Remit 20: Taranaki (Remit 10)

Current Rule C37.4, C37.6, C39.3, C43.2 x 2,
 "AARCMCC"

Proposed Rule C37.4, C37.6, C39.3, C43.2 x 2,
 Replace with "NZRCA".

Reason:

To remove reference to Australian rules, we are after all New Zealand.

Seconded	
For	
Against	
Abstained	
Result	

Remit 21: Taranaki (Remit 11)

Current Rule C43.1.

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

Proposed Rule C43.1

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

Reason:To simplify the rule, there are issues with some rubber tyres “balling” their rubber which is then left behind on the track, this is particularly bad for belt driven cars where it builds up in the pulleys. Although this rule alteration doesn’t directly cure that problem directly but it opens the rule up for options and we will need to follow suppliers and other countries rules to minimize this issue in the future.

Seconded	
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Against	
Abstained	
Result	



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NZRCA VINTAGE Remits

Remit 22: Taranaki (Remit 1)

Current Rule V1.3.4 (read in conjunction with rule V10 (remit 7))

1/10th & 1/12th scale Tamiya CW-01 class vehicles, including at time of writing, the Lunchbox, Midnight Pumpkin, Unimog & Montero Wheelie.

Proposed Rule V1.3.4

1/10th & 1/12th scale vehicles which fulfil the intent of the "Stunt Class" (formally "Lunchbox Class").

Reason:

To expand on the list of allowable vehicles of similar performance.

Seconded	
For	
Against	
Abstained	
Result	

Remit 23: Taranaki (Remit 2)

Current Rule V4.3

V4.3 Li-Po / Li-Fe batteries shall be a maximum of 40C Hard Case Only

Proposed Rule V4.3

V4.3 Li-Po / Li-Fe batteries shall be hard-case and charged to a maximum of 8.4V

Reason:

Allows utilisation of existing batteries - Most LiPo batteries now have a 'C' rating greater than 40C and as written the rule did not prohibit charging of HV batteries to greater than 8.4V

Seconded	
For	
Against	
Abstained	
Result	

Remit 24: Taranaki (Remit 3)- read in conjunction with V9.2 (TRCCC remit 5), V12 (TRCCC remit 7)

Current Rule V7

V7 CLASSES

V7.1 Classes offered are:

- 2wd Buggy Spec - Pre 1995 (Handout brushed motor only);
- 4wd Buggy Spec - Pre 1995 (Handout brushed motor only);
- 2wd Truck Spec - Pre 1995 (Handout brushed motor only);
- Tamiya CW-01 (Lunchbox type) Chassis (Silver-can brushed motor only);
- 2wd Plastic chassis – Pre 1989 (Silver-can brushed motor only);
- 4wd Plastic chassis – Pre 1989 (Silver-can brushed motor only) ;



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2wd Plastic chassis Truck Pre 1995 (Silver-can brushed motor only);
 2wd Buggy Mod - Pre 1995;
 4wd Buggy Mod - Pre 1995;

Proposed Rule V7

V7 CLASSES

V7.1 Classes offered are:

2wd Buggy Stock - Pre 1995 (Silver-can brushed motor only);
 4wd Buggy Stock - Pre 1995 (Silver-can brushed motor only);
 2wd Truck Stock - Pre 1995 (Silver-can brushed motor only);
 Tamiya **Stunt Class** (Silver-can brushed motor only);
 2wd Plastic chassis – Pre 1989 (Silver-can brushed motor only);
 4wd Plastic chassis – Pre 1989 (Silver-can brushed motor only) ;
 2wd Plastic chassis Truck Pre 1995 (Silver-can brushed motor only);
 2wd Buggy Mod - Pre 1995;
 4wd Buggy Mod - Pre 1995;

Reason:

This rule requires hand-out motors to be supplied at each event – remove. Spec class replaced by Stock Class; “Tamiya CW-01 Chassis” replaced by “Tamiya Stunt Class” as per remit 1, rule V1.3.4

Seconded	
For	
Against	
Abstained	
Result	

Remit 25: Taranaki (Remit 4)

Current Rule V8

Minimum weights for a vehicle including transponder are:

2wd Buggy 1500g
 4wd Buggy 1600g
 2wd Truck 1700g

Tamiya CW-01 Class vehicles shall be built per the original release and there is no weight limit imposed.

Proposed Rule V8

Minimum weights for a vehicle including transponder are:

2wd Buggy **1474g**
 4wd Buggy **1588g**
 2wd Truck 1700g

There is currently no weight limit imposed on Stunt or plastic chassis class vehicles.

Reason:

To align with existing NZRCA EP off road weight limits; to align wording of “Stunt” class; to prevent having to add weight to a non-competitive type chassis i.e. Tamiya Fox / Hornet.

Seconded	
For	
Against	
Abstained	
Result	



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Remit 26: Taranaki (Remit 5)

Current Rule V9.2

Spec classes shall run hand-out 'Team Powers' brushed 27t, fan cooled closed end-bell type (P/N TP-540B-94F). Should the motor fail during the event, the competitor may purchase a replacement from the host club. Defective motors may be replaced at the discretion of the race director.

Proposed Rule V9.2

Remove rule

Reason:

Spec class removed

Seconded	
For	
Against	
Abstained	
Result	

Remit 27: Taranaki (Remit 6)

Current Rule V9.3

Mod Classes - may run any commercially available brushed modified motor – brushless motors are strictly prohibited.

Proposed Rule V9.3

Mod Classes - may run any commercially available brushed modified motor **or brushless motor.**

Reason:

Brushed modified motors and ESCs are becoming harder to find and can be unreliable. The last two vintage open events have allowed brushless motors and the majority of racers chose to run brushless power.

Seconded	
For	
Against	
Abstained	
Result	

Remit 28: Taranaki (Remit 7)

Current Rule V12

V12 SPEC & MOD CLASSES

V12.1 Any period relevant hop-ups are allowed.

V12.2 There is no restriction on wheels or tyres.

Proposed Rule V9.3

V12 **STOCK** & MOD CLASSES

V12.1 Any period relevant hop-ups are allowed.



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V12.2 There is no restriction on wheels or tyres.

Reason:

Spec class removed, rename to "Stock Class"

Seconded	
For	
Against	
Abstained	
Result	

Remit 29: Taranaki (Remit 8)

Current Rule V10

TAMIYA CW-01 - LUNCHBOX, MIDNIGHT PUMPKIN, UNIMOG & MONTERO WHEELIE

V10.1 Vehicles shall be assembled as per original assembly manual and shall run a silver can brushed motor.

V10.2 Wheels and tyres to be kit items only.

V10.3 No 'lightening' of the chassis or body is allowed.

V10.4 The body must be a Tamiya item intended for the chassis. Metallic special variants are allowed.

V10.5 The following period relevant hop-ups are also allowed: Ball Bearings; Oil filled dampers (Tamiya plastic CVA type only; 5th shock mods on rear swing arm are not allowed)..

Proposed Rule V10 – full re-write

Stunt Class – Lunchbox, Hornet, Blackfoot & variants

1/10th & 1/12th scale vehicles which are not considered "Race Orientated" type vehicles, where their respective performances are similar. Eligible vehicles include: Tamiya Lunchbox series, Tamiya Grasshopper & Hornet series, Tamiya Blackfoot and Monster Beetle series. Other similar vehicles may be eligible for entry at the race director's discretion.

Reason:

To expand on the list of allowable vehicles of similar performance.

Seconded	
For	
Against	
Abstained	
Result	



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NZRCA LARGE SCALE SPEEDWAY Remits

Remit 30: Hawkes Bay Large Scale Speedway (Remit 1)

NZRC Quarter Scale rules to be added to NZRCA
Please see attached

Seconded	
For	
Against	
Abstained	
Result	
