

**2009 NZRCA AGM REMITS
NZRCA CLUB VOTING NUMBERS**

- 2** Auckland
- 3** Canterbury
- 4** Capital
- 5** Counties
- 6** Dunedin
- 7** Hamilton
- 8** Harewood
- 9** Kaipara
- 10** Manawatu
- 12** North Harbour
- 13** Taranaki
- 14** Tauranga
- 15** Hawkes Bay
- 16** Whangarei
- 18** Dargaville

2009 NZRCA AGM Remits Agenda

REMIT FROM Tauranga Radio Control Car Club

1. 92.6. car maybe ball raced with steel bearings or original kit bearings only.

For	4 6 7 8 9 10 12 13 14 16 18
Against	15
Abstained	2 3 5
Result	Passed
Seconded	Manawatu

REMIT FROM Manawatu Radio Control Car Club

Split into 2 remits

Remit 1

2. Allow any Tamiya body or similar replica from other manufacturers

For	3 4 8 10 13
Against	7 9 12 14 15 16
Abstained	2 5 6 18
Result	Failed
Seconded	Capital Model Racers

Remit 2

Allow any Tamiya M03 rims

For	3 4 7 8 9 10 12 13 14 15 16 18
Against	
Abstained	2 5 6
Result	Passed
Seconded	Capital Model Racers

REMIT FROM North Harbour Radio Control Car Club

3. Rule 95.10 Pro 12 Dimensional Requirements
From
Wheel Rim Diameter Maximum 36mm
To
Wheel Rim Diameter Maximum 38mm
Reason; To allow the use of Jaco Prism rims which are currently in common use but not allowed by the rules – note the IFMAR rules have no rim diameter requirements.

For	3 4 7 8 9 10 12 13 14 15 16 18
Against	
Abstained	2 5 6
Result	Passed - Unanimous
Seconded	Kaipara

REMIT FROM Hamilton Radio Control Car Club

4. Rubber Tyres only
Classes excluded - F1, Pro12 and Pro10
Use of foams permitted on carpet/felt tracks.

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

REMIT FROM Canterbury Radio Control Car Club

5. Rule 90.9 Only rubber tyres may be used (No foams), except for on carpeted surfaces where foam tyres may be used. Reason To standardise our Modified class with the rest of the world.

For	
Against	
Abstained	
Result	Lost – Voted on in previous remit from Hamilton
Seconded	

REMIT FROM Taranaki Radio Control Car Club

6. **Current Rule**
66.1 Only permitted motors are unopened, unmodified Johnson 540s or Mabuchi 540s closed can, sealed end bell, bushed, with non-replaceable brushes and bushes.
Motors to be supplied from Trevor Brignans Ltd.:
A) Part No. Mabuchi RS540 standard motor or
B) Part No. 53689 Johnson RS540 motor.
C) Part No. Mabuchi RS540SH
Tamiya, Mabuchi "Sport Tuned" motors are not allowed, nor any 540 variants such as 540ST etc.
A stock motor run at 8 volts unloaded must draw no more than 1.7 amps.
Motor testing procedures are those outlined in NZRCA rules amendment dated 1st November 1999.
Any motor which draws close to the maximum allowable current (1.7amps) be subjected to a second test.
The second test is a current test run in the reverse direction.
There should not be a major difference in the result of both tests.

Proposed Rule

66.1 Only permitted motors are unopened, unmodified Johnson 540s or Mabuchi 540s closed can, sealed end bell, bushed, with non-replaceable brushes and bushes.
Motors to be supplied from Trevor Brignans Ltd.:
A) Part No. Mabuchi RS540 standard motor or
B) Part No. 53689 Johnson RS540 motor.
C) Part No. Mabuchi RS540SH
Tamiya, Mabuchi "Sport Tuned" motors are not allowed, nor any 540 variants such as 540ST, or 4 hole variants etc.
A stock motor run at 8 volts unloaded must draw no more than 1.7 amps.
Motor testing procedures are those outlined in NZRCA rules amendment dated 1st November 1999.
Any motor which draws close to the maximum allowable current (1.7amps) be subjected to a second test.
The second test is a current test run in the reverse direction.
There should not be a major difference in the result of both tests.

Reason

4 hole variants are very rare, but people still have them. These motors are faster than the 2 hole variant.

For	3 4 7 8 9 10 12 13 14 15 16 18
Against	5 6
Abstained	2
Result	Passed
Seconded	Capital Model Racers

REMIT FROM Capital Model Racers

7. STOCK MOTOR SPECIFICATIONS

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

Motors to be supplied from Trevor Brignans Ltd.:

- A) Part No. Mabuchi RS540 standard motor or
- B) B) Part No. 53689 Johnson RS540 motor.
- C) C) Part No. Mabuchi RS540SH
- D) Tamiya, Mabuchi "Sport Tuned" motors are not allowed, nor any 540 variants such as 540ST etc.

A stock motor run at 8 volts unloaded must draw no more than 1.7 amps.

Motor testing procedures are those outlined in NZRCA rules amendment dated 1st November 1999.

Any motor which draws close to the maximum allowable current (1.7amps) be subjected to a second test.

The second test is a current test run in the reverse direction.

There should not be a major difference in the result of both tests.

66.2 Stock Motors must be supplied by the organiser, at the entrant's expense, as a condition of entry for the New Zealand 1/10th On-road National Championship.

One stock motor at a time per car may be purchased/used. A new motor may only be allowed at the Race Directors discretion. For all other meetings competitors must supply their own stock motors.

66.3 No stock motors are to leave the grounds of the host club at any time over the period of a sanctioned meeting where handout motors are issued by the organisers.

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

**Add rule: Approved stock motors must be commercially available through hobby distributors and hobby dealers nationwide,
ie: No Johnson 4 slot motors**

These motors are no longer available and as such because they have a higher RPM than the two holes on the bigger tracks they provide an advantage over them

For	
Against	
Abstained	
Result	Withdrawn as voted for in Taranaki remit
Seconded	

REMIT FROM Tauranga Radio Control Car Club

8. 66.1four hole motors to also be banned.

For	
Against	
Abstained	
Result	Withdrawn as voted for in Taranaki remit
Seconded	

REMIT FROM Taranaki Radio Control Car Club

9. **New Rule:** (Suggestion 25.9)

NZRCA I.C. Onroad Nationals Qualifying & Finals Format:

Heats:

There must be a minimum of four (4), maximum of six (6) five (5) minute to ten (10) minute heats. In the event of five (5) minutes heats being run there must be a minimum of six (6) rounds with the exception of weather interruptions in which case it can be reduced to a minimum of four (4) at the race director's discretion.

Finals:

Bump up system to be used, where the top seven (7) qualify directly to the final. The top 3 are then taken from the lower finals B,C,D etc. A Finals for all classes are between thirty (30) and forty five (45) minutes. B Finals for all classes are between twenty (20) and thirty (30) minutes. C Finals and lower are between ten (10) to twenty (20) minutes. In the case of weather interruptions these may be reduced at the discretion of the race director.

Reason: Again to standardise the format

Based on the Australian rules 2.91, 2.92 & I.C. Section Nationals:

2.91: Heats: There must be a minimum of 4 maximum of 6 ten minute heats. In the event of 5 minute heats being run there must be a minimum of six (6) rounds with the exception of weather interruptions in which case with the agreement of State jury this can be cut to four. Best single heat to score.

2.92: Finals: Xmas tree finals must be run, 15min for 1/8th or below and 20 min for the ! and " finals. The main final will be 45 minutes.

I.C. Section Nationals: In addition to those requirements specified in 2.91 and 2.92. There must be a minimum of six rounds of ten minute qualifying heats, (with the exception of rain in which case with agreement of the state jury this may be reduced to four), and for the finals the " finals will be 30 minutes and the main finals 45 minutes.

Sample Format for NZRCA I.C Onroad Nationals:

(5min Heat & 10min Heat Format)

Entries per class for the last 3 years				
	2007	2008	2009	Average
1/10 th 4WD Saloon	26	23	22	23
1/10 th 2WD Saloon	8	6	6	6
1/8 th 4WD Can-Am	18	11	16	17

1/10th 4WD Saloon: 4 Heats (5,6,6,6)

1/10th 2WD Saloon: 1 Heat (6)

1/8th 4WD Saloon: 3 Heats (5,5,6)

Total: 8 Heats per Round

5 min Heats Format:

Friday:

8:00am Scrutineering/Controlled Practice Begins

1:00pm Controlled Practice Finishes

30min Lunch Break

1:30pm Drivers Briefing

2:00pm Round 1 – Heat 1 Begins (3min Call for Next Race + 5min Heat)

2:08pm Round 1 – Heat 2 Begins

2:16pm Round 1 – Heat 3 Begins

2:24pm Round 1 – Heat 4 Begins

2:32pm Round 1 – Heat 5 Begins

2:40pm Round 1 – Heat 6 Begins

2:48pm Round 1 – Heat 7 Begins

2:56pm Round 1 – Heat 8 Begins

3:04pm Round 1 Finishes

10min Break Between Rounds

3:14pm Round 2 Begins

4:18pm Round 2 Finishes

End of Day 1

Saturday:

8:00am Controlled Practice Begins
9:30am Controlled Practice Finishes/Drivers Briefing
10:00am Round 3 Begins
11:04am Round 3 Finishes
10min Break Between Rounds
11:14am Round 4 Begins
12:18pm Round 4 Finishes
30min Lunch Break
12:48pm Round 5 Begins
1:52pm Round 5 Finishes
10min Break Between Rounds
2:02pm Round 6 Starts
3:06pm Round 6 Finishes
15min Break to for Organizers to Prepare for Lower Finals
10min Call for Start of Final
3:31pm 1/10th 4WD C Final Starts (20min Final + 10min Delay Called)
4:01pm 1/10th 4WD C Final Finishes
10min Call for Start of Final
4:11pm 1/8th 4WD C Final Begins (20min Final + 10min Delay Called)
4:41pm 1/8th 4WD C Final Finishes
End of Day 2

Sunday:

9:30am Drivers Briefing
10:00am Upper Finals Begin
10min Call for Start of Final
10:10am 1/10th 4WD B Final Starts (30min Final + 10min Delay Called)
10:50am 1/10th 4WD B Final Finishes
10:55am 1/10th 2WD A Finalists 20min Practice Session
11:15am 1/10th 2WD A Finalists 20min Practice Session Finished
10min Call for Start of Final
11:25am 1/8th 4WD B Final Starts (30min Final + 10min Delay Called)
12:05pm 1/8th 4WD B Final Finishes
30min Lunch Break
12:35pm 1/10th 4WD A Finalists 20min Practice Session
12:55pm 1/10th 4WD A Finalists 20min Practice Session Finished
10min Call for Start of Final
1:05pm 1/10th 2WD A Final Starts (45min Final + 10min Delay Called)
2:00pm 1/10th 2WD A Final Finishes
2:05pm 1/8th 4WD A Finalists 20min Practice Session
2:25pm 1/8th 4WD A Finalists 20min Practice Session Finished
10min Call for Start of Final
2:35pm 1/10th 4WD A Final Starts
3:30pm 1/10th 4WD A Final Finishes
10min Call for Start of Final
3:40pm 1/8th 4WD A Final Starts
4:35pm 1/8th 4WD A Final Finishes
End of Day 3

10 min Heats Format:**Friday:**

9:30am Drivers Briefing
10:00am Round 1 – Heat 1 Begins (3min Call for Next Race + 10min Heat)
10:13am Round 1 – Heat 2 Begins
10:26am Round 1 – Heat 3 Begins
10:39am Round 1 – Heat 4 Begins
10:52am Round 1 – Heat 5 Begins
11:05am Round 1 – Heat 6 Begins
11:18am Round 1 – Heat 7 Begins
11:31am Round 1 – Heat 8 Begins
11:44am Round 1 Finishes
10min Break Between Rounds
11:54pm Round 2 Begins
1:38pm Round 2 Finishes

30min Lunch Break
 2:08pm Round 3 Begins
 3:52pm Round 3 Finishes
 End of Day 1

Saturday:

9:30am Drivers Briefing
 10:00am Round 4 Begins
 11:44am Round 4 Finishes
 10min Break Between Rounds
 11:54am Round 5 Begins
 1:38pm Round 5 Finishes
 30min Lunch Break
 2:08pm Round 6 Begins
 3:52pm Round 6 Finishes
 15min Break to for Organizers to Prepare for Lower Finals
 10min Call for Start of Final
 4:17pm 1/10th 4WD C Final Starts (20min Final + 10min Delay Called)
 4:47pm 1/10th 4WD C Final Finishes
 10min Call for Start of Final
 4:57pm 1/8th 4WD C Final Begins (20min Final + 10min Delay Called)
 5:27pm 1/8th 4WD C Final Finishes
 End of Day 2

Sunday:

9:30am Drivers Briefing
 10:00am Upper Finals Begin
 10min Call for Start of Final
 10:10am 1/10th 4WD B Final Starts (30min Final + 10min Delay Called)
 10:50am 1/10th 4WD B Final Finishes
 10:55am 1/10th 2WD A Finalists 20min Practice Session
 11:15am 1/10th 2WD A Finalists 20min Practice Session Finished
 10min Call for Start of Final
 11:25am 1/8th 4WD B Final Starts (30min Final + 10min Delay Called)
 12:05pm 1/8th 4WD B Final Finishes
 30min Lunch Break
 12:35pm 1/10th 4WD A Finalists 20min Practice Session
 12:55pm 1/10th 4WD A Finalists 20min Practice Session Finished
 10min Call for Start of Final
 1:05pm 1/10th 2WD A Final Starts (45min Final + 10min Delay Called)
 2:00pm 1/10th 2WD A Final Finishes
 2:05pm 1/8th 4WD A Finalists 20min Practice Session
 2:25pm 1/8th 4WD A Finalists 20min Practice Session Finished
 10min Call for Start of Final
 2:35pm 1/10th 4WD A Final Starts
 3:30pm 1/10th 4WD A Final Finishes
 10min Call for Start of Final
 3:40pm 1/8th 4WD A Final Starts
 4:35pm 1/8th 4WD A Final Finishes
 End of Day 3

For	2 3 6 7 8 12 13
Against	
Abstained	4 5 9 10 14 15 16 18
Result	Passed
Seconded	Canterbury

REMIT FROM Canterbury Radio Control Car Club

10. Heats for NZRCA On-Road & **Off-Road** IC Nationals to use seeding, this allows drivers of similar ability to race in the same heats.

The basis of the seeding should take into account the drivers results at NZRCA sanctioned events for the entered class over the previous 12 months. If no previous results the members club should be consulted to arrive at a suitable seeding based on ability.

If necessary heats can be reseeded only once at the Race Directors discretion immediately following the completion of either the controlled practice session (if any) or the first round of timed heats.

Reason

Enables everyone to race cleaner and faster. Unmatched skill levels in heats have too often slowed down the times of faster drivers having to wait to pass or worse cause contact.

Common sense and previous driver results should allow seeding to be effectively made. Allowing reseeding after the practice session or first round of heats should allow any anomalies to be corrected.

Most Governing bodies around the world seed heats for major events and overseas drivers participating at the NZ IC Nationals this year specifically expected and asked for it. To encourage overseas drivers to NZ which in turn only raises the standard of our drivers we need to adopt internationally accepted rules.

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

REMIT FROM Taranaki Radio Control Car Club

11. Rule 58.5, 58.6 and 58.7
Drop them as they are not used!

For	2 3 4 5 7 8 9 10 12 13 14 15 16 18
Against	6
Abstained	
Result	Passed
Seconded	Canterbury

REMIT FROM Taranaki Radio Control Car Club

12. Rule 60.7, 60.8 and 60.9
Drop them as they are not used!

For	2 3 4 5 7 8 9 10 12 13 14 15 16 18
Against	6
Abstained	
Result	Passed
Seconded	Harewood

REMIT FROM Capital Model Racers

13. **Current rule:**
20.3 For I.C Off-road: After all heats have been completed the Qualification Order is established, using IFMAR Points system with either three of five rounds counting or four of six rounds counting.

To be amended to read

20.3 For I.C Off-road: After all heats have been completed the Qualification Order is established, using IFMAR Points system with either three of four rounds counting, three of five rounds counting or four of six rounds counting

For	
Against	
Abstained	
Result	Passed - Unanimous
Seconded	Harewood

REMIT FROM Taranaki Radio Control Car Club

14. **Current Rule**

20.3 For I.C Off-road: After all heats have been completed the Qualification Order is established, using IFMAR Points system with either three of five rounds counting or four of six rounds counting.

Proposed Rule 20.3 For I.C Off Road: In each round, drivers will score points based on the laps and times achieved. The maximum number of points awarded to the best driver will be equal to the total number of participants at the event plus 5 (five).

Fastest in each round will score: number of participants, +5 points.

2nd fastest will score: points of fastest driver, -2 points.

3rd fastest will score: points of 2nd fastest driver, -1 point.

Down to last position one by one.

In every round, in case of a tie, the points will be equally awarded to each driver, and the first driver not to tie, will receive one point less per tie.

For example, with 150 drivers racing, maximum number of points is 155.

1st driver will score 155 points

2nd driver will score 153 points

3rd driver will score 152 points

4th driver will score 151 points

5th driver 7 laps, 10:01:00 will score 150 points TIE

6th driver 7 laps, 10:01:00 will score 150 points TIE

7th driver 7 laps, 10:01:00 will score 150 points TIE

8th driver 7 laps, 10:10:00 will score 147 points

In a case of two or more drivers having the same point score, the next best point score determines position. If still unable to resolve with the next best rounds, then the driver with the fastest laps and times in a qualifying attempt will determine position.

Out of six (6) rounds, four (4) will be added to account for the classification's ranking.

Out of five (5) rounds, three (3) will be added to account for the classification's ranking.

Out of four/three (4/3) rounds, two (2) will be added to account for the classification's ranking.

Out of two/one (2/1) rounds, one (1) will be added to account for the classification's ranking.

If a driver does not start a heat, he receives no points.

Add as 21.12

For I.C Off Road: 'Odd' series of sub-finals will be composed of odd placed drivers following qualification, 'Even' series sub-finals will be composed of even placed drivers after qualification.

Every qualifying driver must progress to the Main Final in accordance with the Christmas Tree system.

Reason

Current rules is not specific enough and would require reference to the IFMAR rules. Best to have our own.

For	2 4 8 10 13 15
Against	6
Abstained	3 5 7 9 12 14 16 18
Result	Passed
Seconded	Hamilton

REMIT FROM Capital Model Racers

15. 1/8 Truggy

Current rule:

60.1

Internal combustion engines of not more than 3.5 cubic centimetres / 0.21 cubic inches, no tolerance allowed.

To be amended to read

60.1

Internal combustion engines of not more than 4.58 cubic centimetres/0.28 cubic inches, no tolerance allowed.

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

REMIT FROM Harewood Radio Control Car Club

16. Change Rule 9.1 from “ the organizers of a NZRCA Nationals, with 20 or more Entries, Must provide Protected and Secure Storage for Transmitters ”
TO
” the organizers of a NZRCA Nationals, with 20 or more Crystal frequency Entries, Must provide Protected and Secure Storage for All Transmitters ”

Reason: To Eliminate the Need to run a Transmitter Pound for the event when Nowadays Most Entrants are on DSM.

For	2 4 8
Against	3 5 6 9 10 12 13 14 15 16
Abstained	7 18
Result	Failed
Seconded	Capital Model Racers

REMIT FROM Capital Model Racers

17. TRANSMITTER POUND

9.1 The organizers at the NZRCA Nationals, with 20 or more entries, must provide protected and secure storage for impounded transmitters, preferably adjacent to the pits area.

If less than 20 entries a transmitter pound is not essential.

If a transmitter pound is used: -

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

9.2 Spare transmitters must have the crystals removed and if possible must be kept out of the pits.

9.3 During a heat, semi-final or final, a driver (of the race in progress) may go into the pits with his/her transmitter for the sole purpose of checking or repairing

his/her radio or car, unless this is specifically prohibited by the Race Director during the Drivers Briefing.

Delete Rule

With the advent of DSM it is considered to be not needed

For	
Against	
Abstained	
Result	
Seconded	Withdrawn

REMIT FROM Manawatu Radio Control Car Club

18. Race Rules Rule 69.12 Finals will be run over 3 races with the best 2 times and laps calculated for the final placing's or points to be awarded for each position with total of best 2 races points calculated for the final placing's. The host club to decide if the meeting will be run on times or points, and this must be stated on the entry form for all competitors to know prior to the event.

For	2 3 4 5 6 7 8 9 10 15
Against	12 13 14 16
Abstained	18
Result	Passed
Seconded	Canterbury

REMIT FROM Capital Model Racers

19. 69.12 Finals will be run over 3 races with the best 2 times and laps calculated for the final placing's.
Amend rule: The final positions will be decided by a point system based on ten (10) points for the winner of each final on down to (1) point for the tenth placed finisher in each separate final. The best two (2) out of three (3) finishes will count
If two (2) finals are completed, the best one (1) final will count. If one (1) final is completed, that one (1) final counts. If no A-Main Finals are completed, the finishing order of qualifying will be used to determine the final results of the event.
 This will stop a driver from winning only one race and still winning a title meaning that they need to have to win twice

For	
Against	
Abstained	
Result	
Seconded	Withdrawn

REMIT FROM Capital Model Racers

20. 69.7 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

Delete Rule

Most drivers use DSM now

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

REMIT FROM Harewood Radio Control Car Club

21. Make Personal Transponders Compulsory at NZRCA sanctioned National Events.

Reason: Personal Transponders are a lot more reliable than club transponders and Having no club transponders would make the host clubs job a lot easier(in regards to lap scoring problems and making sure they keep coming back after races over the weekend and are fully charged). If people don't have Personal Transponders, it wouldn't be hard to ask someone to borrow one for a weekend to race with.

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

REMIT FROM Kaipara Radio Control Car Club

22. NZRCA Electric Off-Road Nationals to use a control tire only and the tire is to be decided by the host club and named on the entry form prior to signoff by the NZRCA for release.

For	4 7 8 9 10 15 16
Against	5 6 13 14
Abstained	2 3 12 18
Result	Passed
Seconded	Hawkes Bay

REMIT FROM Counties Radio Control Car Club

23. **67 RACE DURATION**

67.1 All Heats and finals will be of the time specified for all Off-road class as listed below.

All Off-road 10th scale electric classes, Six minutes plus the time to finish the last lap.

For	4 5 6 7 8 9 10 13 15 16
Against	14
Abstained	2 3 12 18
Result	Passed
Seconded	Hawkes Bay

REMIT FROM Hamilton Radio Control Car Club

24. **Nationals**

Stop the **same national event** from being held at the same location on consecutive years. This should only be permitted if no other clubs put their hand up to host the event.

Reasons,
 1. Fairness to ALL NZRCA members.
 2 Allows the next generation of racers that are not at the age of travelling a distance to the Nats to get a chance.

For	2 3 5 6 7 8 9 13 15 16 18
Against	4 10 12 14
Abstained	
Result	Passed
Seconded	Harewood

REMIT FROM Taranaki Radio Control Car Club

25. Rule 25.1:

The NZRCA Championships for 1/10th – 4WD, 1/10th – 2WD & 1/8th Circuit I.C. will be held on a weekend as identified by the hosting club between the dates of 1st January and Easter of each year.

Change to:

The NZRCA I.C. Onroad Championships for 1/10th – 4WD, 1/10th 2WD & 1/8th 4WD is to be held in February (preferably commencing on the last Friday in February to avoid the holiday season).

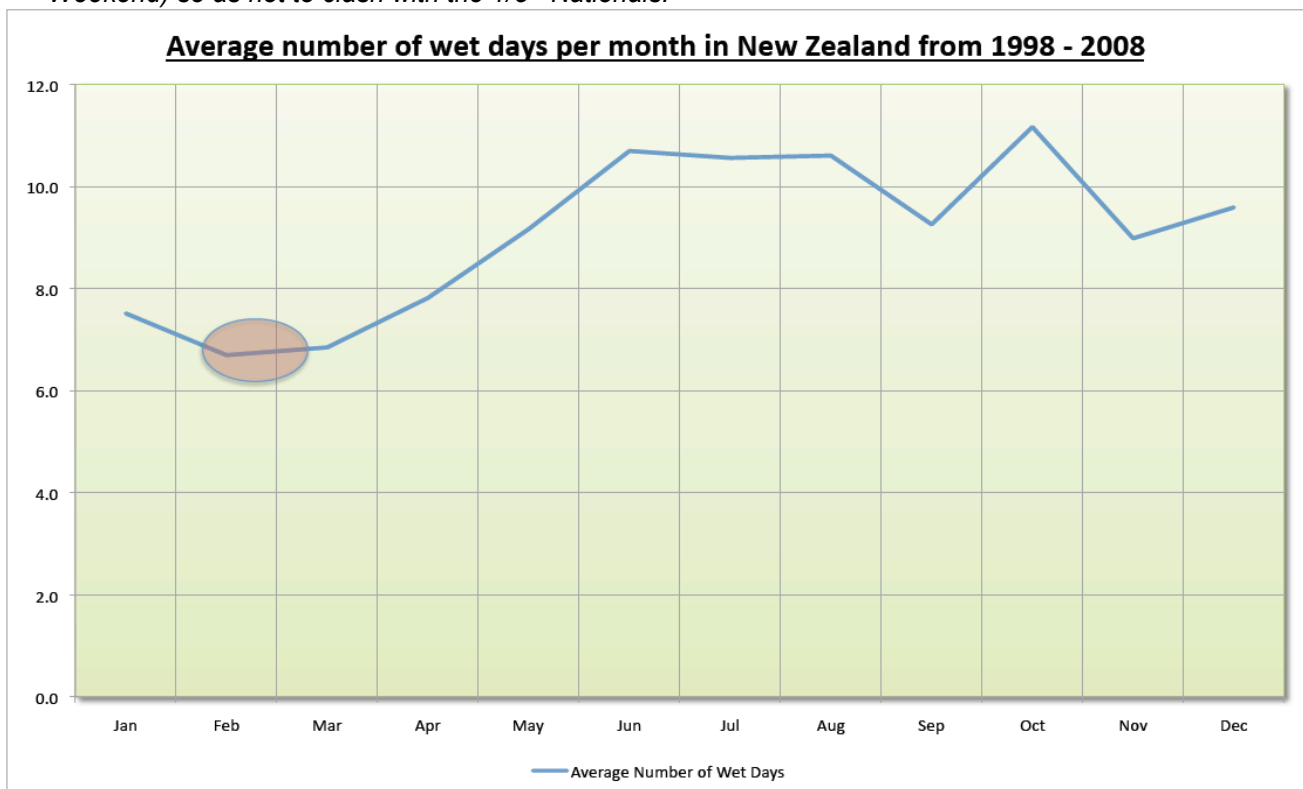
Reason:

To provide some stability so people can plan for and plan around this event. Weather data suggests this is the best period outside the holiday season of December & January and also gives more time between meetings held through January & February. Traditionally this meeting is usually held on a public holiday, moving away from this provides more flexibility and frees up public holidays to be with Family etc. With work holidays reaching 4 weeks now people can plan for this time off, in most cases people would be having time off work around this event anyway.

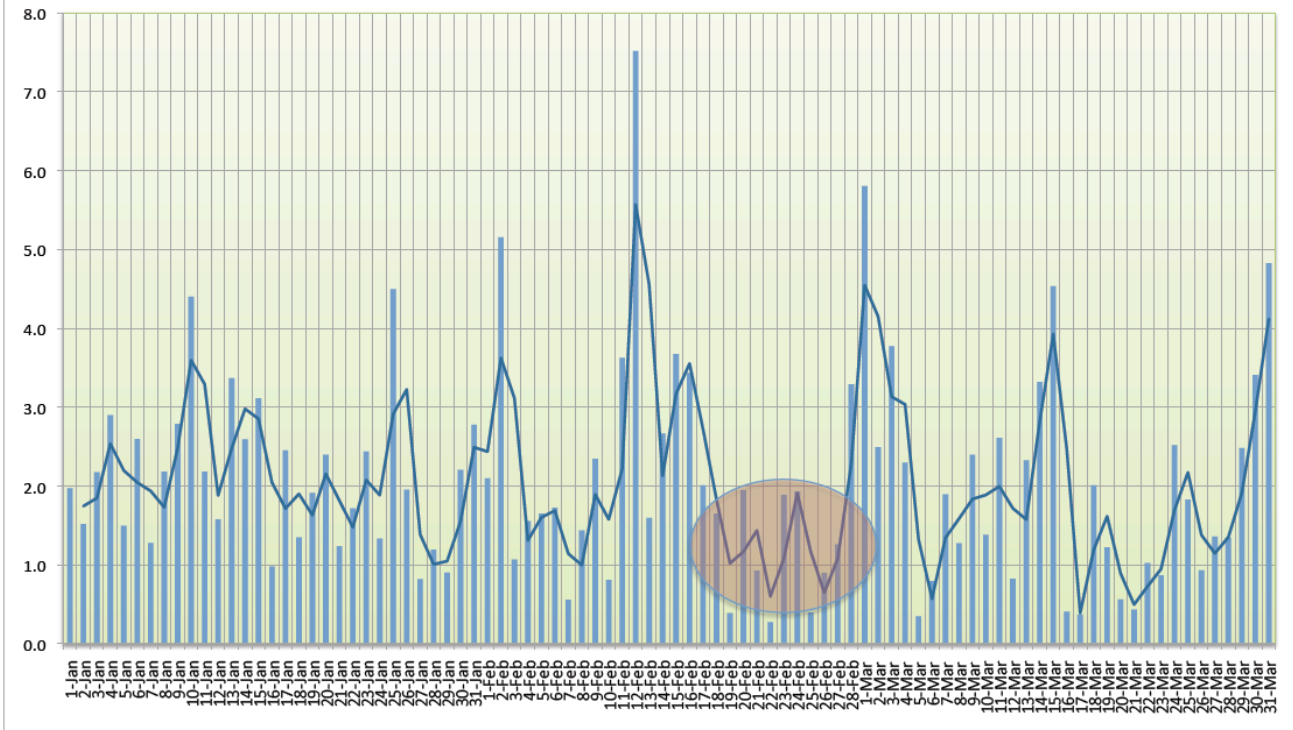
Based on the Australian rule 2.2.9 & Event Times – I.C Section:

2.2.9: Each state and National Championship should be held at the same time of the year every year, so that a standard calendar becomes accepted. A National title should never clash with another categories National title.

Event Times – I.C. Section: The Australian Championships shall be run in October (preferably the 2nd or 3rd Weekend) so as not to clash with the 1/5th Nationals.



Average rainfall per day (mm) in the last 10 years from 1st January to the 31st of March



For	2 3 6 7 8 12 13
Against	9 16
Abstained	4 5 10 14 15 18
Result	Passed
Seconded	Auckland

REMIT FROM Taranaki Radio Control Car Club

26. **New Rule:** (Suggestion 25.7)
 The NZRCA I.C. Onroad Nationals should take place over a minimum of three (3) days plus an additional rain day must be set aside.

Reason:

Again to standardise the meeting format, not only to make organizing the meeting easier but people can plan ahead. As the numbers attending this event increase with overseas visitors this will become necessary as a two day format with qualifying Saturday and finals on Sunday is too rushed.

Based on the Australian rule 2.8:

2.8: All sanctioned events should take place over a minimum of four (4) days.

A rain day must be set aside and used if necessary.

For	2 3 6 7 8 12 13
Against	
Abstained	4 5 9 10 14 15 16 18
Result	Passed
Seconded	Canterbury

REMIT FROM Taranaki Radio Control Car Club

27. Removal of the 1/10th CanAm & 1/10th 2WD CanAm & 1/8th 4WD Saloon classes from the NZRCA I.C. **Onroad** New Zealand Championships.

New Rule: (Suggestion 25.7)

The NZRCA New Zealand I.C. On road Championships will include the following classes only. 1/10th 4WD Saloon, 1/10th 2WD Saloon and 1/8th 4WD CanAm.

Reason:

To promote the premier class at the meeting and align with the rest of the world. Give more time to concentrate on the one class. Will also allow people more time to run more than one class, which will build numbers in all classes. Similar situation is shown by the entries in the I.C. Off road classes. Suits overseas visitors coming to the event as at the 2009 Nationals, where the Australian competitors sat around and watched on the Friday while we ran the 'other' class. This will promote more overseas visitors, which will increase the competition and speed of everyone.

For	2 7 12 13
Against	3 6
Abstained	4 5 8 9 10 14 15 16 18
Result	Passed
Seconded	Hamilton

REMIT FROM Manawatu Radio Control Car Club

28. Pro 10 Delete Class form rulebook

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

REMIT FROM Manawatu Radio Control Car Club

29. Stock Delete rule 88 from the rulebook. Stock touring is often decided by the luck of the motor purchased or what you can do to a motor but keep it within the rules. We think Pro-stock should become the NZRCA stock class, with GT19 as the next class, and modified touring to make a total of 3 touring classes total.

For	
Against	
Abstained	
Result	
Seconded	Withdrawn

Discussed at the meeting prior to the next remits of if there should still be all the current classes or some combined.

Have 3 touring car classes

Modified Touring

Stock Touring

Super Stock Touring (super stock removing Pro-Stock Touring & GT19 from the rulebook creating the new class)

For	3 4 7 8 9 10 12 13 14 16
Against	
Abstained	2 5 6 15 18
Result	Passed - Unanimous
Seconded	Capital Model Racers

Super Stock Class Rules:

Motors - 13.5 Brushless motor for the Super stock class

For	3 4 8 9 10 12 13 14 16 18
Against	7
Abstained	2 5 6 15
Result	Passed
Seconded	Manawatu

13.5 Brushless motor to be Roar Approved – no fixed timing

For	3 4 8 9 10 12 13 14 16
Against	7
Abstained	2 5 6 15 18
Result	Passed
Seconded	Manawatu

27 Turn brushed motor to be included with 13.5 Brushless

For	3 4 7 8 9 10 12 13 14 16 18
Against	
Abstained	2 5 15 6
Result	Passed - Unanimous
Seconded	Manawatu

Bodies

As per rule 81

For	3 4 7 10 13
Against	8 9 12 16 18
Abstained	2 5 14 15 6
Result	Passed via executive casting vote
Seconded	Manawatu

Bodies as per current GT19 rule

For	8 9 12 16 18
Against	3 4 7 10 13
Abstained	2 5 14 15 6
Result	Failed via executives casting vote
Seconded	North Harbour

The voting outcome for bodies was a dead heat. The vote was then put to the executives.

The deciding vote was entered by Scott Kendall – President based on the discussion at the meeting, with all in attendance.

Tires

Tires to be open – as per Touring Modified

For	3 4 7 8 9 10 12 13 14 16 18
Against	
Abstained	2 5 15 6
Result	Passed - Unanimous
Seconded	Manawatu

Weight Limit 1500g

For	3 4 7 8 9 10 12 13 14 16 18
Against	
Abstained	2 5 15 6
Result	Passed - Unanimous
Seconded	Manawatu

Batteries to be discussed later as one topic

REMIT FROM Capital Model Racers

30. PRO-STOCK

89.1 Motors: To be 24 degree, 27 turn Single Roar approved, rebuildable bushed only.

Amend rule: To be 24 degree, 27 turn Single Roar approved, rebuildable bushed only or a 17.5 brushless motor.

For	
Against	
Abstained	
Result	Combined into Super Stock Remits
Seconded	

REMIT FROM Manawatu Radio Control Car Club

31. Pro Stock Rule 89.1 Motors: To be 24 degree, 27 turn Single Roar approved, rebuildable bushed only, or 17.5 brushless Roar spec motors only

For	
Against	
Abstained	
Result	Combined into Super Stock Remits
Seconded	

REMIT FROM Manawatu Radio Control Car Club

32. GT19, are limited to Roar Approved nineteen (19) turn brushed armature or 13.5 brushless Roar Approved motors. The end-bell must have fixed timing at 24 degrees.

****remove rule 91.2****

Bodies to remain as per current GT19 rule, or to be changed to the same as rule 81.

**Amended to:
Roar approved 13.5 Brushless Motor**

For	
Against	
Abstained	
Result	Combined into Super Stock Remits
Seconded	

REMIT FROM Hamilton Radio Control Car Club

33. Super stock

Introduction of 10.5/19T electric touring car class based on the following rules:

- 1) Touring Car Shells
- 2) 4600Mah Battery Limit
- 3) Rubber Tyres Only
- 4) 10.5 Brushless or 19t Brushed motor (fixed timing).
- 5) Open ESC
- 6) 1500gram Weight Limit

Why Super Stock? – To replace Pro-Stock as Super Stock provides a much better stepping stone between Modified and Stock Touring.

Why not just GT19? – Can't see any reason why both cannot be included in rules. Super Stock will simply replace Pro-Stock with GT19 offering a different body choice.

For	
Against	
Abstained	
Result	Combined into Super Stock Remits
Seconded	

REMIT FROM Capital Model Racers

34. **GT19**

Add Rule Allow 10.5 brushless motors

For	
Against	
Abstained	
Result	Combined into Super Stock Remits
Seconded	

REMIT FROM Hamilton Radio Control Car Club

35. **Stock touring**

Lower the weight limit of stock touring from 1500gm to 1450gm (amended) as most cars are well under this weight limit and a lot of extra weight needs to be put on cars to bring them up.

Disallow receiver battery packs. Split into 2 remits
Lower weight limit

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

Disallow receiver battery packs.

For	3 4 6 7 9 10 12 13 14 16
Against	8
Abstained	2 5 15 18
Result	Passed
Seconded	Canterbury

REMIT FROM Taranaki Radio Control Car Club

36. **Current Rule**

91.9 Bodyshells are open to the extent that they are 1/10th scale, and do not comply with Rule 81, that being two seats or more (GT Bodies only)

Proposed Rule

91.9 Only eligible bodies are those set out in Rule 81 & 82.

Reason

Harder body rule to police then people realise. Better to have the standard bodies which are legal in every other touring class.

For	
Against	
Abstained	
Result	Combined into Super Stock Remits
Seconded	Withdrawn

REMIT FROM Capital Model Racers

37. 89.4 Only eligible bodies are those set out in Rule **81 & 82**.
Delete Rule:

.For	
Against	
Abstained	
Result	Combined into Super Stock Remits
Seconded	Withdrawn

REMIT FROM Capital Model Racers

38. **BODYSHELLS**
80.1 The type and specific design of body shells approved for use in this class must reflect that the class is for touring cars, as racing in various international championships around the world. It also reflects the type of body sold with the majority of kits as supplied by manufacturers therefore allowing the maximum number of “off the shelf” items to be acceptable for racing and therefore not incurring additional costs on the competitor.

81.1 To this end body shells eligible for use may be representations of vehicles that in production form.

- A) Have four passenger entry doors, or
- B) Have the ability to provide permanent seating for at least four adult passengers, or
- C) Are or have been eligible for World Rally Championship events.

Amend rule:

Bodies must be a 1:10 scale in character reproduction of touring car (sedan) 4-door vehicles that exist or have existed, and raced in international Touring Car series

For homologation purposes, the bodies’ dimensions will be checked according the Global Body Specifications.

Bodies may be homologated by ROAR, EFRA, FEMCA or FAMAR up to four (4) months before the event.

Amended to:

A list of approved bodysHELLS be listed in the NZRCA rulebook as per Global Body Specification

.For	3 4 6 7 8 9 10 12 13 14 16 18
Against	
Abstained	2 5 15
Result	Passed
Seconded	Manawatu

REMIT FROM Manawatu Radio Control Car Club

39. Bodies - Amend rule 81 to read the same as current EFRA/ROAR spec bodies.

.For	
Against	
Abstained	
Result	Withdrawn as voted on in Capital Model Racers remit
Seconded	

REMIT FROM Hawkes Bay Radio Control Car Club

40. **Change section 74 to the following;**

74 BATTERIES

74.1 Sub-C sized NiCad/NiMH batteries are approved.

74.2 **For NiCad/NiMH** Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell- 7.2 volt, up to a maximum of **5300** mAh for all Offroad classes.

74.3 Lithium Polymer (LiPo) batteries are approved per the following mandates;

74.3.1 LiPo batteries must have a hard protective case that surrounds the cell(s) in the racing application.

74.3.2 LiPo batteries shall be a maximum of 2 cells in series with a nominal voltage of 3.7 volts per cell, 7.4v total, **with no MAH limit** (amended)

In addition the following guidelines should be adopted by clubs for the safe use of LiPo Batteries.

Lithium polymer packs must be charged with chargers capable of the industry standard CC/CV (constant current/constant voltage) charge profile.

LiPo battery maximum charge voltage. 2s LiPo batteries should be charged to a maximum of 8.4v + or - 0.04v.

All lithium polymer battery packs used for motor power must be charged inside a 'Lipo Sack' or similar fire mitigation device.

For	4 5 8 9 10 13 14 15 16
Against	6
Abstained	2 3 7 12 18
Result	Passed
Seconded	Counties

REMIT FROM Counties Radio Control Car Club

41. **74 BATTERIES**

74.1 Sub-C sized NiCad / NiMH and Lipo batteries are approved.

74.2 Cars will be driven by a maximum of 6 cells NiCad / NiMH with a nominal voltage of 1.2 volts

per cell – 7.2-volt, up to a maximum of 4600mAh or Lipo 2C with a nominal voltage of 7.4volts up to a maximum of 5000mah for all Off-Road classes.

Please note: Counties Radio Control Car Club has had an exemption from the NZRCA for the liability insurance. As far as CRCCC is aware, this been accepted as a result of CRCCC showing the regulations of how CRCCC regulate the use of Lipo by the Code of Conduct for Lipos.

*** Copy attached at end of all clubs remits***

For	
Against	
Abstained	
Result	Withdrawn as voted on in Hawkes Bay remit
Seconded	

REMIT FROM Taranaki Radio Control Car Club

42. **Current Rule
74 BATTERIES**

74.1 Only Sub-C sized NiCad / NiMH batteries are approved.

74.2 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell – 7.2-volt, up to a maximum of 4600mAh for all Off-Road Classes.

Proposed Rule 74 BATTERIES

74.1 Only Sub-C sized NiCad / NiMH batteries or 2 cell (7.4V) hard cased Lipo batteries are approved.

74.2 Cars will be driven by a maximum of 6 cells (NiCad/NiMh) with a nominal voltage of 1.2 volts per cell – 7.2-volt or 2 cells (Lipo) – 7.4-volt, up to a maximum of 4600MaH for all Off-Road Classes.

Reason

Lipo is becoming more common and cheaper to buy. You can attend an event with one Lipo battery, compared to requiring quite a few NiMh batteries and requiring a large amount of support equipment.

.For	
Against	
Abstained	
Result	Withdrawn as voted on in Hawkes Bay remit
Seconded	

Added at the meeting:

Approve the Use of Lipo batteries for On-Road classes but each class limit to be decided

.For	3 4 7 8 9 10 12 13 16 18
Against	14 6
Abstained	2 5 15
Result	Passed
Seconded	Manawatu

Modified – No limit – Unanimous

Super Stock – No limit – Unanimous

Stock Touring – stays at current – Unanimous – no lipo cells

Formula One – No limit – Unanimous

Pro 10 – No limit - Unanimous

Pro 12 – Single cell Lipo or 4 cell NiMH No Limit – Unanimous

Mini – Stays as current – Unanimous – no lipo cells

Lipo Safety

Input the Roar Guide lines into the NZRCA rulebook - Unanimous

REMIT FROM Manawatu Radio Control Car Club

- 43. Batteries - Introduce 2 cell ROAR approved hard case Lipo, possible compulsory use of charging sacks
Increase NiMH limit to 5000mah. Battery rule to apply to all On-Road and Off-Road electric classes (individual rule numbers in current rulebook to be removed and replace with 1 battery rule.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Capital Model Racers

- 44. **Battery Remit**
Add Battery rules to general Rules for electric on and off road classes as stated below

BATTERIES

74.1 Only Sub-C sized NiCad / NiMH batteries are approved.

74.2 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell – 7.2-volt, up to a maximum of 4600MaH for all Off-Road Classes.

Amend rules:

74.1 Cars will be driven by unless otherwise specified in the class requirements, a maximum of six NiMh/NiCad (sub C) 1.2 volt cells or 2s 7.4v nominal lipo battery, up to a maximum of 5100MaH

74.2 Li-Poly battery packs must have a hard, protective case that surrounds the cell(s) in the racing application. A factory encased hard shell pack is mandated for race durability reasons that stem from the vulnerability of Lipo cells to physical damage. Any physical distortion, denting or puncture to the cells will cause either an immediate or long term safety risk.

Lipo case dimensions:

The maximum 2s 7.4v brick/stick case::

Length: 139mm max

Width: 47mm max

Height: 25.1mm max

The maximum 2s 7.4v saddle case::

Length: 71mm max

Width: 48mm max

Height: 32mm max

Markings on the case are required stating the rated voltage and capacity of the battery. The Value Added Manufacturers name and/or logo shall be easily readable on the case. Individual cells used in the construction of the battery shall be rated at 3.7v nominal. A 2s 7.4v nominal battery pack shall be 2 cells in series

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Taranaki Radio Control Car Club

45. Current Rule – (M03 Class)

92.17 Only Sub-C sized NiCad / NiMH batteries are approved.

92.18 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of unmatched 1500 MaH cells.

Proposed Rule

92.17 Only Sub-C sized NiCad / NiMH batteries or 2 cell (7.4V) hard cased Lipo batteries are approved.

92.18 Cars will be driven by a maximum of 6 cells (NiCad/NiMh) with a nominal voltage of 1.2 volts per cell - 7.2-volt or 2 cells (Lipo) – 7.4-volt, up to a maximum of 4600 MaH cells.

Reason

Lipo is becoming more common and cheaper to buy. You can attend an event with one Lipo battery, compared to requiring quite a few NiMh batteries and requiring a large amount of support equipment.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Taranaki Radio Control Car Club

46. Current Rule (Stock Touring)

88.3 Only Sub-C sized NiCad / NiMH batteries are approved.

88.4 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of unmatched 1500 MaH cells.

Proposed Rule

88.3 Only Sub-C sized NiCad / NiMH batteries or 2 cell (7.4V) hard cased Lipo batteries are approved.

88.4 Cars will be driven by a maximum of 6 cells (NiCad/NiMh) with a nominal voltage of 1.2 volts per cell -7.2-volt or 2 cells (Lipo) – 7.4-volt, up to a maximum of 4600 MaH cells.

Reason

Lipo is becoming more common and cheaper to buy. You can attend an event with one Lipo battery, compared to requiring quite a few NiMH batteries and requiring a large amount of support equipment.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Taranaki Radio Control Car Club**47. Current Rule (Pro-Stock Touring)**

89.2 Only Sub-C sized NiCad / NiMH batteries are approved.

89.3 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of matched 4600 MaH.

Proposed Rule

89.2 Only Sub-C sized NiCad / NiMH batteries or 2 cell (7.4V) hard cased Lipo batteries are approved.

89.3 Cars will be driven by a maximum of 6 cells (NiCad/NiMh) with a nominal voltage of 1.2 volts per cell -7.2-volt or 2 cells (Lipo) – 7.4-volt, up to a maximum of matched 4600 MaH.

Reason

Lipo is becoming more common and cheaper to buy. You can attend an event with one Lipo battery, compared to requiring quite a few NiMH batteries and requiring a large amount of support equipment.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Taranaki Radio Control Car Club**48. Current Rule (GT19)**

91.7 Only Sub-C sized NiCad / NiMH batteries are approved.

91.8 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of matched 4600 MaH.

Proposed Rule

91.7 Only Sub-C sized NiCad / NiMH batteries or 2 cell (7.4V) hard cased Lipo batteries are approved.

91.8 Cars will be driven by a maximum of 6 cells (NiCad/NiMh) with a nominal voltage of 1.2 volts per cell -7.2-volt or 2 cells (Lipo) – 7.4-volt, up to a maximum of matched 4600 MaH.

Reason

Lipo is becoming more common and cheaper to buy. You can attend an event with one Lipo battery, compared to requiring quite a few NiMH batteries and requiring a large amount of support equipment.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Taranaki Radio Control Car Club**49. Current Rule (Touring Modified)**

90.6 Only Sub-C sized NiCad / NiMH batteries are approved.

90.7 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of matched 4600 MaH.

Proposed Rule

90.6 Only Sub-C sized NiCad / NiMH batteries or 2 cell (7.4V) hard cased Lipo batteries are approved.
90.7 Cars will be driven by a maximum of 6 cells (NiCad/NiMh) with a nominal voltage of 1.2 volts per cell -7.2-volt or 2 cells (Lipo) – 7.4-volt, up to a maximum of matched 4600 MaH.

Reason

Lipo is becoming more common and cheaper to buy. You can attend an event with one Lipo battery, compared to requiring quite a few NiMh batteries and requiring a large amount of support equipment.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Taranaki Radio Control Car Club

50. **Current Rule (Formula One)**

93.11 Only Sub-C sized NiCad / NiMH batteries are approved.
93.12 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of unmatched 4600 MaH cells.

Proposed Rule

93.11 Only Sub-C sized NiCad / NiMH batteries or 2 cell (7.4V) hard cased Lipo batteries are approved.
93.12 Cars will be driven by a maximum of 6 cells (NiCad/NiMh) with a nominal voltage of 1.2 volts per cell - 7.2-volt or 2 cells (Lipo) – 7.4-volt, up to a maximum of 4600 MaH cells.

Reason

Lipo is becoming more common and cheaper to buy. You can attend an event with one Lipo battery, compared to requiring quite a few NiMh batteries and requiring a large amount of support equipment.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Taranaki Radio Control Car Club

51. **Current Rule (Pro10)**

94.8 Only Sub-C sized NiCad / NiMH batteries are approved.
94.9 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of matched 4600 MaH.

Proposed Rule

94.8 Only Sub-C sized NiCad / NiMH batteries or 2 cell (7.4V) hard cased Lipo batteries are approved.
94.9 Cars will be driven by a maximum of 6 cells (NiCad/NiMh) with a nominal voltage of 1.2 volts per cell -7.2-volt or 2 cells (Lipo) – 7.4-volt, up to a maximum of matched 4600 MaH.

Reason

Lipo is becoming more common and cheaper to buy. You can attend an event with one Lipo battery, compared to requiring quite a few NiMh batteries and requiring a large amount of support equipment.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Hamilton Radio Control Car Club

52. Pro 12

Allow ROAR approved 1-cell li-po batteries, as well as 4-cell ni-mh.

.For	
Against	
Abstained	
Result	Combined into general Lipo batteries for On-Road Classes as voted at meeting
Seconded	

REMIT FROM Capital Model Racers

53. **STOCK**

88.3 Only Sub-C sized NiCad / NiMH batteries are approved.

Delete Rule:

88.4 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of unmatched 1500 MaH cells.

Delete Rule:

89.2 Only Sub-C sized NiCad / NiMH batteries are approved.

Delete Rule:

89.3 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of matched 4600 MaH.

Delete Rule:

90.6 Only Sub-C sized NiCad / NiMH batteries are approved.

Delete Rule:

90.7 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell – 7.2 volt, up to a maximum of 4600MaH.

Delete Rule:

91.7 Only Sub-C sized NiCad / NiMH batteries are approved.

Delete Rule:

91.8 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell – 7.2 volt, up to a maximum of 4600MaH.

Delete Rule:

MO3

92.17 Only Sub-C sized NiCad / NiMH batteries are approved.

Delete Rule:

92.18 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2- volt, up to a maximum of unmatched 1500 MaH cells.

Delete Rule:

Formula One

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

Delete Rule:

93.11 Only Sub-C sized NiCad / NiMH batteries are approved.

Delete Rule:

93.12 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell -7.2-volt, up to a maximum of unmatched 4600 MaH cells.

Delete Rule:

Pro 10

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

Delete Rule:

94.8 Only Sub-C sized NiCad / NiMH batteries are approved.

Delete Rule:

94.9 Cars will be driven by a maximum of 6 cells with a nominal voltage of 1.2 volts per cell – 7.2 volt, up to a maximum of 4600MaH.

Delete Rule:

Pro 12

95.6 No rigid aerials or roll over masts shall be allowed, eg graphite or steel.

Delete Rule:

95.8 Cars will be driven by a maximum of 4 cells with a nominal voltage of 1.2 volts per cell – 4.8 volt, up to a maximum of 4600MaH.

Delete Rule:

.For	
Against	
Abstained	
Result	
Seconded	Withdrawn

REMIT FROM Canterbury Radio Control Car Club

54. Rule 75 Brushless motors

Remove unnecessary paragraph, IFMAR have no rules on ESC and several ESC manufacturers are now making sensored

ESC's that do not use sensor wires but rather use the main wires

c) If the motor is sensored:

- It must use a six position JST ZH connector model number ZHR-6 or equivalent connector with 6 JST part number SZH-002T-P0.5 26-28 awg contacts or Rev 12.0 1/09/08 - 31 - equivalent.

Wire sequence must be as follows:

Pin #1 - Black wire ground potential

Pin #2 - orange wire phase C

Pin #3 - white wire phase B

Pin #4 - green wire phase A

Pin #5 - blue wire temp control, 10 k Thermistor referenced to ground potential

Pin #6 - red wire + 5.0 volts d.c. +/- 10%.

Compatible speed control must use the 6 position JST header part number X-6B-ZR-SMX-TF (where the X denotes the style of the header), or equivalent.

*Rule number stated relate to latest rule book available on NZRCA web site

.For	3 4 5 6 7 8 9 10 12 13 14 15 16
Against	
Abstained	2 18
Result	Passed
Seconded	Taranaki

REMIT FROM Capital Model Racers

55. 69.9 Grids to be two staggered rows with even spacings of 1.5 metres from front of each car to the front of the next car in each row and 1.7 metres from centre of row 1 to centre of row 2.

Ammended to read: Make Rule : Grids to be one row with even spacing's of minimum 1.5 metres from front of each car to the front of the next car in each row

This will give the clubs the ability to give a better line for the drivers to start on

.For	4 7 8 9 10 12 13 14 15 16 18
Against	3 6
Abstained	2 5
Result	Passed
Seconded	Kaipara

REMIT FROM Capital Model Racers

56. 69.5 Qualifying will be done via a staggered start system. Each driver will have a staggered start and be on an individual clock for the race period. The race controller or computer lap scoring programme will determine the starting order and timing between staggering of drivers

Amend Rule: During Qualifications the „staggered start“system will be used. Each car will start separately, within 5 seconds after its number is called. If for any reason a car did not start, the time counting for this car will begin automatically the moment one of the other cars has completed its first lap. This is done to tidy up the starting system

.For	
Against	
Abstained	
Result	
Seconded	Withdrawn

REMIT FROM Capital Model Racers

57. 68.4 Drivers may not leave the stand during a race and if a driver leaves the stand he/she is deemed to have forfeited their drive in that race.

Delete Rule

This is a rule that is not needed as if a driver leaves the stand then that usually effects the race anyway

.For	4 13 6
Against	3 5 7 9 10 12 14 15 16
Abstained	2 8 18
Result	Failed
Seconded	Taranaki

REMIT FROM North Harbour Radio Control Car Club

58. Rule changes
 Rule 68.8 to be amended from;
 A Driver will be penalised 1 lap for deliberate corner cutting
 To
 At the race directors (or their delegates) discretion a penalty of either the deduction of one lap or a stop go penalty can we awarded in the case of bad driving including as examples but not conclusive;
- i. Deliberate corner cutting
 - ii. Reversing into traffic
 - iii. Unsportsmanlike driving

This may be additional to any warnings issued under rule 68.7

Reason: to clarify race penalties for electric racing and allow the use of stop go penalties to ensure that the standards of driving are maintained during the meeting. The current rule in 68.7 is open to potential abuse.

.For	3 4 6 10 12 13 14 15
Against	5 9 16
Abstained	2 7 8 18
Result	Passed
Seconded	Capital Model Racers

REMIT FROM Hamilton Radio Control Car Club

59. Change rule 10.1 from

When new tracks are designed and built, every possible effort should be made to include a wheelchair accessible drivers stand or separate elevated area for drivers in wheelchairs to give equal viewing for all people.

To:

When **new** tracks are designed and built, the drivers stand **must** be wheelchair accessible to give equal viewing for all people.

I feel that this should be part of the design process when designing any new track. Something to consider **before** building.

Add rule 10.2:

For an event to receive sanctioning it must have or provide:

- i) A wheelchair accessible drivers stand **or**
 - ii) A separate elevated area for drivers in wheelchairs, which provides an unobstructed view of the track.
- If track was built after 1st September 2009, option ii is not acceptable.

.For	
Against	
Abstained	
Result	
Seconded	Withdrawn

REMIT FROM Taranaki Radio Control Car Club

60. **New Rule:** (*Suggestion In Section 1*)

A top-qualifying, first second and third place getters prizes/trophies are to be given at National sanctioned events for every class.

Reason:

To give recognition for this prestigious achievement, this is a true reflection of speed at an event.

Taken from the Australian rule 2.2.13:

2.2.13: *A top-qualifying trophy is to be given at sanctioned events for every class.*

For	2 3 4 6 7 8 9 12 13 14 15 16 18
Against	5 10
Abstained	
Result	
Seconded	Dunedin