

100 - 24.300 - 23.303  
 99 - 23.304 - 23.307  
 98 - 23.308 - +  
 97 - 22.300 - 22.303  
 96 - 22.304 - 22.306  
 95 - 22.307 - 22.309  
 94 - 22.310 - 22.312  
 93 - 22.313 - +  
 92 - 21.300 - 21.302  
 91 - 21.303 - 21.305  
 90 - 21.306 - 21.307  
 89 - 21.308 - 21.309  
 88 - 21.310 - 21.311  
 87 - 21.312 - 21.313  
 86 - 21.314 - +  
 85 - 20.300 - 20.301  
 84 - 20.302 - 20.303  
 83 - 20.304 - 20.305  
 82 - 20.306 - 20.307  
 81 - 20.308 - 20.309  
 80 - 20.310 - 20.311  
 79 - 20.312 - 20.313  
 78 - 20.314 - 20.315  
 77 - 20.316 - +  
 76 - 19.300 - 19.301  
 75 - 19.302 - 19.303  
 74 - 19.304 - 19.305  
 73 - 19.306 - 19.307  
 72 - 19.308 - 19.309  
 71 - 19.310 - 19.311  
 70 - 19.312 - 19.313  
 69 - 19.314 - 19.315  
 68 - 19.316 - 19.317  
 67 - 19.318 - +  
 66 - 18.300 - 18.301  
 65 - 18.302 - 18.303  
 64 - 18.304 - 18.305  
 63 - 18.306 - 18.307  
 62 - 18.308 - 18.309  
 61 - 18.310 - 18.311  
 60 - 18.312 - 18.313  
 59 - 18.314 - 18.315  
 58 - 18.316 - 18.317  
 57 - 18.318 - +  
 56 - 17.300 - 17.301  
 55 - 17.302 - 17.303  
 54 - 17.304 - 17.305  
 53 - 17.306 - 17.307  
 52 - 17.308 - 17.309  
 51 - 17.310 - 17.311

## Driver Ranking System Table

This is the table I now use to sort the drivers of equal performance in to their qualifying heats, and until I get 15 or more drivers knocking in 23 laps or more (fastest is 23.303) I cannot see any reason to change it.

Most times are set over a 2 second split for each ranking number, this was updated from the original 3 second split I started the table with.

I have been using this current table since 29th August 2005

The times are your fastest personal best qualifying time set in that class on the current track layout, *which goes back to December 2002*, this is then matched to a ranking number which is programmed on to the archive of the race control software, RC Timing

Times under 300.00 will be counted as 300.00

50 - 17.312 - 17.313  
 49 - 17.314 - 17.315  
 48 - 17.316 - 17.317  
 47 - 17.318 - +  
 46 - 16.300 - 16.301  
 45 - 16.302 - 16.303  
 44 - 16.304 - 16.305  
 43 - 16.306 - 16.307  
 42 - 16.308 - 16.309  
 41 - 16.310 - 16.311  
 40 - 16.312 - 16.313  
 39 - 16.314 - 16.315  
 38 - 16.316 - 16.317  
 37 - 16.318 - 16.319  
 36 - 16.320 - +  
 35 - 15.300 - 15.301  
 34 - 15.302 - 15.303  
 33 - 15.304 - 15.305  
 32 - 15.306 - 15.307  
 31 - 15.308 - 15.309  
 30 - 15.310 - 15.311  
 29 - 15.312 - 15.313  
 28 - 15.314 - 15.315  
 27 - 15.316 - 15.317  
 26 - 15.318 - 15.319  
 25 - 15.320 - +  
 24 - 14.300 - 14.301  
 23 - 14.302 - 14.303  
 22 - 14.304 - 14.305  
 21 - 14.306 - 14.307  
 20 - 14.308 - 14.309  
 19 - 14.310 - 14.311  
 18 - 14.312 - 14.313  
 17 - 14.314 - 14.315  
 16 - 14.316 - 14.317  
 15 - 14.318 - 14.319  
 14 - 14.320 - +  
 13 - 13.300 - +  
 12 - 12.300 - +  
 11 - 11.300 - +  
 10 - 10.300 - +  
 9 - 9.300 - +  
 8 - 8.300 - +  
 7 - 7.300 - +  
 6 - 6.300 - +  
 5 - 5.300 - +  
 4 - 4.300 - +  
 3 - 3.300 - +  
 2 - 2.300 - +  
 1 - 1.300 - +

# Race Director's Notes

Edition 2 July 2006

## In this issue:

**LiPo Batteries:** a brief explanation on the do's and don't's

**Class Changes:** trying to boost the grids in low entry classes.

**Hidden Classes:** classes we can run but currently don't

**Driver Ratings:** how it is worked out and a full table included

## LiPo Batteries

Something that is being talked about is these LiPo cells and the dangers of using them, well I will try to make things clearer for you.

All cells when damaged are likely to explode, but where as the cell case of the NiCd and NiMh cells are of steel, the cell case of LiPo packs are of a much softer alloy construction so are more prone to damage, this is why we only allow the Orion/Peak LiPo brick pack to be used at Aldershot as it comes in a safety cell making it safer than a NiMh pack.

LiPo cells are also charged in a very different way and must use a LiPo compatible charger, reapeaking them does not give them extra power or duration, in fact Orion recommend only an 80% charge of their packs. They should also never be discharged, they do not get memory effects like your NiMh packs, in fact they can be topped up after every second run as charging them actually cools them (a cell balance *may* be required after 30 charges).

You could actually charge them up mid week and then probably do a full days club racing on just 2 LiPo packs without having to charge them up again until you get back home.

In America some clubs are now doing 10 minute finals, this being with cars running 4.5 Brushless motors (a 27T may do 20 minutes on a charge but you may kill your motor first).

They can be run with a standard ESC, but you must stop as soon as the power drops (no crawling back to the pits), a voltage cut off regulator is recommended but not compulsory.

Those that have tried the Orion LiPo cells have raved about the increase of speed and power, the duration (no drop off over 10 minutes) and the convenience of being able to charge them up during the week.

## Class Change Update

With 3 main classes having little or no support (2 wheel drive/Open Wheel/Modified Touring) I am going to change the rules on one, close another and form a new class.

**Open Wheel Formula** is to close as it has had zero support.

**EP 2 Wheel Drive** is to be greatly opened up so it can combine a few classes in to one, these are the new rules:

The maximum chassis width is 250mm at the widest point (this allows for those Pro-10 owners looking for a place to race).

Power is restricted with three options available:

Option 1 - 7.4V (6-cell / LiPo) with Stock motors up to 27T.

Option 2 - 6.0v (5-cell) with Stock motors up to 19T.

Option 3 - 4.8V (4-cell) with any motor (including brushless).

Direct Drive (solid rear axle) chassis cars and converted Touring cars can be used.

F201 chassis can be used but in rear wheel drive mode only.

Bodyshell is now free choice and includes Formula One / Indy style shells.

Tyres are also free choice but must be of an On-Road nature.

Maximum chassis ride height is set at 10mm.

**Modified Touring** has to stay as it is a National BRCA class even though we get little interest, but on low attendance days this will be incorporated in to a new class:

### **EP Outlaw:**

The maximum chassis width is 200mm at the widest point and can be of 2wd or 4wd design.

No Motor limit, so you can use a motor of any wind you wish, and that includes Brushless motors.

Drivers can use NiCd, NiMH or LiPo packs with a maximum output of 7.4v.

Any shell that covers the wheels when viewed from above.

Any tyres (Rubber or Foam) but must be of an On-Road nature.

As the name suggests, this class runs outside the BRCA rules, so you can now run that GTP shell on a 4wd chassis with a 4.5 Brushless powered by a Lipo pack and have the grip of Foam tyres, the ultimate speed and grip class, this also means that the BRCA Touring Car wing dimensions do not apply, and I may even chuck in 10 minute finals (like in the USA).

## The Hidden Classes We can Race

A couple of other classes we can run and which are on the race control computer are

### **Bikes:**

On the National scene there are 3 classes for the bikes, but at our club these will all be amalgamated in to one class, but unlike the other club classes the F\* will be used to separate the 3 classes.

F1 - Superbike, this is the modified class that allows Lipo and any Electric motor.

F2 - Superstock, this is the stock class restricted to NiCd/NiMH cells and a 27T Stock motor

F3 - Nitrobike, this is for the Nitro powered bikes, no motor limit and 4-strokes are allowed.

Being a class that cannot be mixed with another I have to insist that a minimum of 5 entries are received on the day before this class can run.

### **EP SuperScale:**

This is for the oversized Electric powered cars like the 1/8th scale Schumacher GTRe and those 1/10th scale Buggy based wide bodied Touring cars. Motors, Tyres (on-road) and Batteries (7.4v max) are open. Again this cannot be mixed with another class due to the size of them, so a minimum of 5 is required before this class can race.

### **IC Outlaw:**

This used to be the Nitro Foam 200mm and 235mm class, 235mm still exists at National level but not 200mm (now run as IC Touring).

Not much call for this class anymore so may be merged with another class on the day.

Club rules for this is Any Nitro Motor, Any On-Road Tyre, Any Shell (must cover wheels when viewed from above).

There is also an empty slot for another class on the race control program (allows for 12 classes) so maybe room for the SuperScale Nitro cars like the 1/8th scale buggy based Rally Game cars (includes the Schumacher GTR) and the Protech 1/6th scale cars.

### Track Records

(Latest Update : June 16th 2006)

<i>IC Scale Touring</i>	Mark Green	Serpent	23:305.63	DR 99	26.06.05
<i>Scale Modified</i>	Kevin Brunsden	Schumacher	22:310.01	DR 94	17.04.05
<i>IC Scale Rubber</i>	Darren Johnson	Team Magic	21:300.45	DR 92	25.07.04
<i>19T Touring</i>	Kevin Brunsden	HPI	20:303.22	DR 84	02.05.04
<i>IC Sport</i>	Nigel Moss	Kyosho	19:301.14	DR 76	01.05.05
<i>27T Stock</i>	Kevin Brunsden	Schumacher	19:304.97	DR 74	02.10.05
<i>2wd Electric</i>	Neil Pilkington	Cross	15:318.06	DR 26	19.03.06