



1/12th Electric Circuit

Kamtec Type P Shell Approval

The following document outlines the consensus of the BRCA 1/12 committee and is a summary of the homologation process and our reasoning for not passing the Type P body shell for use at BRCA national events.

The approval process is conducted by democratic vote among the committee (7-8 people) and a shell requires a simple majority to pass. Usually, the committee will be supplied physical sample of the shell to study or some pictures of one painted and mounted, as well as images of the car it is intended to depict. In this case, images of the Type P shell were provided along with some photos of some Porsche 911 GT3 and GTE RSR models raced at Le Mans and in FIA GT championships in the last 2-3 years.

Supplied Images

GT12 Bodyshell



Full Size Version



Using the supplied images, each member of the BRCA 1/12 committee cast their votes, and the outcome was that not enough votes were lodged in favour of adding the shell to the approved list.



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As a group we deemed to shell to not be an accurate or realistic enough representation of it's full sized counterpart, as is required by Appendix 1 in the BRCA GT12 rules.

A summary of feedback and reasoning was provided to the manufacturer in the form of a bullet pointed list and general explanation of the features and areas of the shell that we feel would need to be modified in order for the shell to pass the homologation procedure.

When we have shells like the Type F on the list which are, in our opinion, superb representations of their full size counterparts it would be a disservice to the class for us to allow something in that is well below that standard. It would set a precedent that other manufacturers would use against us in future if we were to fail a shell on the grounds of it not being a realistic enough representation. We should be encouraging manufacturers to make shells of modern GT cars (i.e. something that's been raced in the last 5-10 years), otherwise we risk losing what for many is a major selling point of the class – realism.

The BRCA 1/12 committee possess a wealth of knowledge and experience. We hope that the racers will trust our judgement and respect and understand the decisions we collectively make. We were elected by racers to fill this requirement on their behalf, and any actions taken or decisions made are intended to be in the best interests of the class and its competitors.

Mark Stiles
Chairman, BRCA 1/12 Electric Circuit Section