



# 2006 NATIONAL RMT GUIDELINES

(RACE MANAGEMENT TEAM)

## • INTRODUCTION

- The ROAR Nationals are the most important and prestigious R/C car events conducted in the United States and Canada. They are the “center stage” for drivers from across the United States and Canada to come together and vie for the title of ROAR National Champion. Entrants expect, and are entitled to, an atmosphere conducive to the importance of this event. ROAR recognizes its obligation to provide the fairest and consistent event possible to these entrants, who have invested a great deal of time, money, and dedication to the sport. This is achieved by the use of a Race Management Team (RMT), supplied by ROAR, consisting of individuals who have previously organized and successfully executed high entry, high profile events. It is the responsibility of the Host to provide the best venue and facility for the event and support the RMT wherever possible.
- These Guidelines are intended to help the prospective Hosts of ROAR National Championship events deliver on this commitment to excellence. They contain suggestions, requirements, and references to the ROAR Rules. Should there be a discrepancy between any provision of these Guidelines and the ROAR rules, **the ROAR rules take precedence.**
- Nationals venue selection process: The following process is used to select the venues for each year’s National events (ROAR rules 12.1.4 to 12.1.7 apply):
- Bids are solicited from Clubs and tracks for all events. It is suggested that organizers wishing to host a ROAR National plan at least two or possibly three years in advance. Bids are submitted to the ROAR Competition Director on or before June 30 of the preceding year (bids for future events are always welcome.) Standardized bid forms may be downloaded from the ROAR website.
- The ROAR Competition Director sends all bids to the relevant rules committee chairpersons. The bids received should contain any written, visual, or audio material submitted by the prospective host. These Committees review all bids received and submit their recommended site selections to the ROAR Executive Committee for confirmation.

- The ROAR Executive Committee reviews and confirms these recommendations at its Fall meeting.
- The ROAR Competition Director then contacts those Host Clubs or Tracks awarded a ROAR National event and works out the detailed arrangements such as the event's date, advertisements, race flyers, and potential deviations.
- Refer Procedural or Rule questions to:

Mike Queller, ROAR President  
 Phone: 512-326-8481  
 e-mail [MTQROAR@aol.com](mailto:MTQROAR@aol.com)

David Lee, ROAR Competition Director  
 Phone: 317-859-0596  
 email [leeda@mail.tqci.net](mailto:leeda@mail.tqci.net)

- Refer Administrative or membership questions to:

Fred Hohwart, ROAR Administrator  
 Phone: 949-494-0515  
 Fax: 949-494-3413  
 e-mail [administrator@roarracing.org](mailto:administrator@roarracing.org)

## • ROAR RULES UTILIZATION

- The ROAR rules are very comprehensive, and give the Race Management Team a great deal of power as well as responsibility to control the race program. It is the Race Management Team's responsibility to have current knowledge of ROAR rules for National Level events. The Host should review all current ROAR rules, documents, and publications and refer any questions to the ROAR Executive Committee for interpretation of the ROAR rules.
- Hosts of National events should obtain a copy of the latest ROAR rules, Nationals Guidelines, Product Approval Lists (where applicable), and any rule revisions posted on the ROAR website, ([www.roarracing.com](http://www.roarracing.com)), and make these available in the Technical Inspection area for the entrants prior to the first day of controlled practice.
- Unless previously approved by the ROAR Executive Committee, no deviations from the ROAR rules or these Guidelines will be permitted. Local track or club procedures and/or rules that conflict with ROAR rules are not allowed. Any deviations to these Guidelines or ROAR rules must be requested in writing and approved by the ROAR Executive Committee before any advertising of the event is made public.
- The Race Management Team and Race Host must be ROAR members, familiar with the rules, and able to apply them in a consistent, friendly manner. Any questions arising regarding the rules should be referred to the Designated ROAR Official for a final interpretation.

## • FINANCIAL CONSIDERATIONS

- All entry fees and entry forms will be sent to and collected by the ROAR Administrator. ROAR will furnish the trophy awards for the event and the expenses of the Race Management Team including hotel accommodations, airfares, rental vehicles, and per diem expenses.
- The Host will receive \$3,000 as a guaranteed fee from the ROAR Administrator for hosting the event to be paid as follows:
  - \$1000 ninety days prior to the event.
  - \$2000 upon event completion (final day)

(Note: The Hosts of ROAR Managed National events are not required to submit the previously required \$1,000 performance bond.)

- The Host retains all other monies received including sponsorship funds, table rental fees, concessions, as well as raffle monies received for products designated by the manufacturers for raffle.

## ● PROMOTION

- ROAR will post the dates of all National events on the ROAR website ([www.roarracing.com](http://www.roarracing.com)) as soon when they are finalized.
- Once approved by the ROAR President, race flyers for National events will be posted on the ROAR website, posted in the Rev-Up ONLINE!, and provided to media sources with which ROAR has an arrangement for the publication of ROAR information. In addition to these actions, the Host should obtain as much media coverage as possible and provide adequate information to ROAR members in all areas of the USA and Canada. The submission by ROAR of any race flyer or other promotional material to any magazine should not be construed as a guarantee of any sort from ROAR that this material will be published.
- Only ROAR National Events are allowed to use the term “ROAR Nationals” in their promotional efforts. All advertising must state “YYYY ROAR XXXX Nationals” (where YYYY is the year and XXXX the class of the event). Sponsors or other co-hosts may be referred to as such, but the event must be clearly billed as the “ROAR Nationals”. *(Example: The title “The Pete’s Burgers 2005 ROAR Gas Open Nationals” would not be allowed, but “The 2005 ROAR Gas Open Nationals, presented by Pete’s Burgers” is acceptable.)*
- All race flyers must be submitted to the ROAR President and ROAR Competition Director for approval as soon as practical after the award of the Nationals. Race flyers must be informative and in good taste. The ROAR logo and event description must be prominent in all ads and on all event-associated items (T-shirts, caps, pit towels, etc.) sold at the event.

- The race flyer must contain the following information:
  - The ROAR Logo and the event name
  - The ROAR Sanction Number
  - The event dates and overall schedule
  - The statement “ROAR Membership required – available at track”
  - Information regarding table and/or covered pit space rentals, fees involved, and contact person.
  - Brief details of motel/hotel accommodations, including the phone numbers of person(s) to be contacted for reservations.
  - The physical address of the racetrack.
  - Information regarding shipment of personal racing equipment from the entrants to the facility - the person in charge of receiving and storing the shipped racing equipment should be named and the shipping address given.
  - Statement referencing entry form available on ROAR website ([www.roarracing.com](http://www.roarracing.com))
  - Registration Deadline Date (1 month prior to the first day of qualifying).
  - Notice of any approved deviations from ROAR Rules
  - Statement regarding the mandatory use of personal transponders at ROAR Nationals.
  
- A promotional banner will be provided by ROAR to all Nationals Hosts. This banner will become the property of the Host after the event, as a memento of the event. The prominent display of this banner during the event is required. The ROAR banner will be used as central background for the awards presentation. This banner is to be placed in an area of high viewing, preferably on the driver’s stand.
  
- A lot of help is available by involving your community. With your community’s help, holding an opening and closing ceremony may be as easy as just having had expressed the thought. Providing an on-site food and beverage concession can generate substantial profit as well.
  - *Check with charity clubs in your area if you don’t already have access to an on-site food and beverage service. Barbecues are also a lot of fun. Paying a little extra for a banquet or barbecue ticket is not out of the question for most racers. Maybe, as you search for a prospective accommodations facility, reasonable banquet space could be worked into that bargain?*

- **FACILITIES**

- **Track:**

- The Host Track must comply with the ROAR Track Specifications found in section 2 of the ROAR Rules. Specifically, this includes racing lanes of the correct width, a drivers' stand of the correct height and width, and barriers of the correct size and construction.

- **Pit areas:**

- Adequate pit space must be provided for all entrants and every entrant should have an equal amount of pit space. Electricity should be provided in a safe and equal manner to all drivers.
  - If temporary pits are required outside of an indoor track, arrangements must be made to have the space available prior to any scheduled practice days. These pits should be covered to protect the drivers and equipment from the elements and should provide the same convenience as the drivers pitted indoors. *(please, check on renting tents or shade for your participants.)*
  - If the track is located outdoors and no covering and/or electricity are available to anyone, this information must be relayed to the drivers on the entry form and again in the confirmation letter. In this case, adequate space must be available for drivers to park close to the facility.

- **Radio Frequencies & Impound**

- Only ROAR legal FCC legal radio frequencies can be used, and a radio impound procedure is required at all national events. Radio impound of DSS/DSM radios is also mandatory. A radio impound area on top of the drivers stand greatly improves radio impound enforcement.
  - See ROAR rule 2.3, section 4 and rule 5.10 for rules concerning Radio Impound, Radio Equipment and Frequency conflicts respectively.

- **Safety:**

- Safety must be regarded in all parking and pit areas, keeping enough lanes open to be able to move freely with as little congestion as possible in order to meet local Fire and Safety Codes.
  - The Safety requirements outlined in ROAR Rule 1.5 must be adhered to for the duration of the event.

- **Public Address:**

- The PA system, at the minimum, must be audible from the driver's stand and from all pit areas and racing areas.
  - The RMT Announcer will call car numbers as well as drivers' names.
  - If possible, there should be a PA system for the RMT Referee to use as a direct communication link to the drivers and, if a fuel class, their hot-pit mechanics. This system should be separate from the public/pits PA if possible. If there is not a direct PA for the RMT Referee, then the Referee must have a separate microphone linked to the public PA, as this communication with the drivers is critical.

- For the benefit of spectators, bleachers should be provided if possible.
- The technical inspection and radio impound areas should be located in areas near the drivers' stand where drivers can have their cars inspected, collect or return their transmitters and move on and off the drivers' stand with as little congestion as possible.
- **Technical Inspection:**
- The Host should provide a minimum of two knowledgeable technical personnel to support the RMT Tech Director. Adequate space out of the weather must be available for technical inspection to run smoothly.
- All technical inspection equipment except for scales will be provided by ROAR and shipped to the race site one week prior to the event. The Host will provide at least one digital scale for all racers to utilize for test weighing of their own vehicles. Approved Products lists, Rules etc., must be available by the first controlled practice day for entrants to ensure that their cars meet specifications.
- Random checks should be made throughout the event for illegal control devices, and other class-pertinent specifications not listed above.
- For fuel vehicle classes using .12 ROAR/IFMAR engine specifications, the engines should be inspected and sealed during a check-in tech inspection, and the seal verified during post-race inspections. The RMT Tech Director will establish the engine tech procedures.
- The fuel tank volumes may be verified randomly as long as all tanks are eventually checked.
- **OFFICIALS:**
- Having quality personnel is paramount to having a well executed event. It is up to the Host to find the best helpers possible for these jobs. *The people helping with these duties have our highest respect and appreciation. Without these dedicated members there is no racing.*
- **ROAR will provide the Race Management Team consisting of the following:**
  - Designated ROAR Official (DRO)
  - Race Director
  - Referee/Technical Director
  - Announcer
  - Scorekeeper/Registrar
- The Host will provide volunteer personnel who can monitor or support the following:
  - Radio Impound
  - Technical Inspection
  - Track Maintenance

Note: If organized efficiently these may all be the same 2-3 people and they may be entrants.

- All RMT officials must be ROAR members (see ROAR rule 1.6.5) *and must be strong enough in character to handle these positions.* As a convenience to the Host, single-

event membership may be issued to non-racers helping as Radio Impound Deputies or with track maintenance.

- All Race Management Team officials are not allowed to compete or participate in any way in the event. They cannot serve in any other official capacity.
- The authorities and responsibilities of the Officials are contained in ROAR Rule 1.6.6.
- There must be liquid (ROAR legal) refreshment provided for these Officials.
- The Race Director, DRO and Referee can make immediate official judgments/penalties.
- The DRO may temporarily change ROAR rules in the event of a protest or other need for interpretation or modification of the ROAR rules, and then only for the duration of that single event.
- The DRO will not participate in any function of the racing or hot pit assistance.
- The following people may only make judgments within their area of responsibility:
  - Scorekeepers
  - Technical Inspectors
- **Race Director:**
- The RMT Race Director is responsible for the smooth operation of the event, everyone's safety, and the "fun factor" for the racers. The Race Director is a separate position from the designated Announcer. The Race Director is the primary point of contact for everything. It is his responsibility to advise the Race Host with respect to issues regarding the facility, including track maintenance and the support staff to the RMT.
- **Scorekeeper:**
- ROAR will supply the official scorekeeper who will register the entrants who have pre-entered and take in late entries as permitted. He is responsible for all aspects of scoring including the physical location of the antenna loop, number positioning on the cars, scoring adjustments, and results posting. He is responsible for the ROAR approved scoring software and hardware.
- **Announcer:**
- ROAR will supply the official Race Announcer. He will coordinate with the Race Director in announcing upcoming heats and mains and supply color and excitement to the actual racing competition. In all cases he will call car numbers and car colors using driver names sporadically since most spectators do not know the drivers of each car.
- **Referee/Technical Director:**
- ROAR will provide this official. As the Technical Director he will instruct the tech inspection support personnel as to the methods to be used in tech inspection and will serve as the primary focal point should a discrepancy be discovered. He is responsible for all ROAR supplied technical inspection equipment.

- As the Head Referee during the competition he will oversee any volunteer assistant referees. These assistants should be experienced in the respective racing classes, have a good knowledge of ROAR rules, and of course, be a current ROAR member. A Referee must observe each heat and Main from start to finish and in some cases, act as the 'Finish Line Judge'. A Referee may issue warnings, penalties and instructions. A Referee may take action after an initial warning but in all cases a maximum of three issued penalties means automatic disqualification from the event. Warnings and penalties are issued for bad sportsmanship and for violations of ROAR rules. Referees warnings and penalties are to be announced, as soon as possible, to the driver committing the violation. The Referees will keep a record of penalties assessed in each race, referring to the Round, Heat and lap if necessary.

- **Protest Committee:**

- The official protest committee consists of the Race Director, the ROAR Regional Director, and the Designated ROAR Official at the race. If any of the committee cannot attend all or part of the event, then a qualified representative should be named in their place.
    - The members of the Protest Committee must be announced to the drivers at the first drivers' meeting of the event.
    - All protests will be handled according to Rule 5.15. The Race Director should ensure that he understands the process.
    - It is the Race Director's responsibility to be sure all protests and race decisions are handled fairly and equitably using the ROAR rules.

- **RACE ENTRY**

- The Nationals Race Entry form will be supplied by ROAR and available for downloading from the ROAR website ([www.roarracing.com](http://www.roarracing.com)). It will be completed and mailed with the appropriate entry fees to the ROAR Administrator or completed online when that feature is made available. This entry form will contain the basic registration information:

- Name, Mailing Address, Email Address, Telephone Number, ROAR #, Class(es) entered, Frequencies desired, Personal Transponder numbers, etc.
    - An accounting area for entry fees and ROAR membership, if renewal will be required.
    - All "handout" requirements and the associated fees for handout events.
    - Notice of the \$20.00 late registration fee.
    - Space for the entrant's signature, with the statement: "I hereby agree to abide by ROAR Rules and the decisions of the Race Director"
    - ROAR administrator's address for mailing.

- Subject to the provisions of 7.3 below, the maximum entry fee per class will be as follows:

- Electric Stock classes: \$85 (to include 1 handout motor and 1 set handout tires) (12.4.7)
      - Electric Stock classes: \$75 (with either 1 handout motor or 1 set of handout tires) (12.4.7)
      - Electric Stock classes: \$70 (no handout motor or handout tires)
      - Electric Modified classes: \$70
      - Fuel classes: \$70



- For all required classes, a late fee of \$20 applies to all entries postmarked or otherwise received after the Registration Deadline Date (30 days before the first day of controlled practice for the event). The late fee applies only to the racer's first entry when more than one class is entered. Racers entering late will be called or otherwise told about the late fee. They must know about this additional fee before they come to the event.
- Provisional/demonstration classes should not be charged a late fee as their entries may be accepted (encouraged) when the registration deadline date has passed, the ROAR required classes are established and the event entry limit has not been met.
- Refunds must be given to any entrant requesting one before the Registration Deadline Date, less a \$15 maximum cancellation fee. Refunds are optional after the Registration Deadline Date, at the ROAR Administrator's discretion.

- **REGISTRATION**

- All entries will be made with the ROAR Administrator who will then forward this pre-race information to the RMT Scorekeeper assigned to the event.
- Each entry submitted by the registration date will be acknowledged by an email or mailed confirmation when email is not available.
- The exchange of entries between drivers is allowed only as specified in ROAR rule 12.2.6.
- The maximum number of entries per member at any event is as specified in ROAR rule 12.2.1, unless otherwise stated in these Guidelines or from Executive Committee approval.

## • ENTRY LIMITS and PROCEDURES

- Entry limits are placed on all ROAR National events to ensure that all entrants receive adequate practice and race time at a National event. The Host should notify the ROAR Executive Committee if the possibility exists which would allow an increased entry limit due to track or facilities configuration. When that possibility exists ROAR's policy is to extend the entry opportunity to as many members as possible without impacting a comfortable race schedule.
- The maximum number of entries will be limited by class as follows (see Appendix):
  - Electric On-road (Carpet and Paved): 250 entries or 25 heats maximum
  - Electric Off-road (Stock and Modified): 300 entries or 30 heats maximum.
  - Electric Oval (Carpet and Paved): 350 entries or 35 heats maximum
  - Fuel Off-road: 200 entries or 20 heats maximum.
  - Fuel On-road (Open and Sedan): 14 Heats maximum
  - 1/5 scale On-road: 14 Heats Maximum
- For events other than the Fuel On-road Sedan and Open Nationals, entries are accepted on a first-come-first-served basis as soon as they wish, and subject to the three classes per entrant rule (ROAR rule 12.2.1)
- For both the Sedan and Open Fuel On-road Nationals, initial registration will be limited to only one class entry per entrant. Entries may not be accepted more than 90 days prior to the event. The opening date of entry acceptance will be stated on the entry form and must be controlled by the postmark date of received entries. Entrants may request entry to a second class at the time of submission, but these will be allocated only if space is available after the normal 30-day deadline, on a first-come-first-served basis as determined by the postmark date of each entry. Registration can be opened for provisional and/or demonstration classes after the registration deadline date if the entry limit has not been met.
- If a class has less than 10 entries as of the event's deadline date, and the class is not a ROAR required class, the class may be canceled at the discretion of ROAR. If a class is canceled, regrets and refunds will be sent to those entrants immediately. Unless no one has entered by the deadline date, required classes may not be canceled.
- If there are fewer entries than the event's entry limit allows after the registration deadline date, first priority must be given to late entries for the required classes. If there are more entries than the event's Entry Limit allows, priority must be given to current ROAR members and to the required ROAR classes. Immediate regrets must be sent or otherwise given to all unsuccessful entrants. Entry fees received after the Entry Limit is met will be refunded.
- ROAR has the option to open registration on a first-come-first-serve basis for provisional or demonstration classes after the registration deadline date, if the specified entry limit has not been met and no further entries for the required classes are forthcoming. Trackside entries to fill open spots are allowed at the discretion of the RMT Race Director.

- **QUALIFYING HEAT SET-UP**

- Random seeding must be used to place the drivers in their heats for all National Races. The method used to ensure randomness is at the discretion of the RMT Scorekeeper. The recommended method is as follows:
- Maintain a record of the order in which entries were received for each class.
- Once the number of heats per class has been determined, place the entrants into the heats one by one starting with the first entrant in the first heat, the second entrant in the second heat, etc. Once all heats have one entrant, place the next entrant in the first heat, the next in the second heat, etc.
- Take frequency clashes into account as far as possible without changing the entrants' primary frequencies if possible.

- **CLASSES**

- The maximum number of classes that may be offered at an event is specified in ROAR rule 12.2.3. This includes Juniors', Masters', Provisional and Demonstration classes
- *The ROAR required classes are specified in the Appendix. The ROAR Executive Committee must approve any additional classes.*
  - The classes requiring the use of Handout tires are specified in ROAR rule 12.4.7.

- **ROAR MEMBERSHIP**

- Full year ROAR membership is required at all National events. The RMT Race Director will utilize the latest membership roster supplied by the ROAR Administrator and will secure appropriate renewals as necessary.
- When the Designated ROAR Official arrives, all membership material and any funds collected must be accounted for and then turned over to that ROAR official along with an Alphabetical Listing of all entered drivers.
- In the unlikely event that a Designated ROAR Official cannot attend the event, the RMT Race Director will be responsible for the funds and membership paperwork to be sent to the ROAR Administrator.

- **RACE FORMAT**

- Race formats by class are as follows:
- **Electric on-road and off-road:** Four (4) rounds of qualifying conducted over a two (2) day period, with the main events to be conducted on the third day. The triple A-Main system will be used for all required classes, as well as for Juniors' and Masters' classes, with single races for all other Mains.
- **Fuel off-road:** Four (4) rounds of qualifying conducted over a two (2) day period, with the main events to be conducted on the third day. (traditional programs with two classes of fuel off road offer first day of qualifying, four rounds of one class and the second day of qualifying, four rounds of the additional class. Resort being performed after the first two rounds.)
- **Fuel on-road:** Six (6) rounds of qualifying conducted over a two (2) day period, with the main events to be conducted on the third day.
- **Oval:** Four (4) rounds of qualifying conducted over a two (2) day period, with the main events to be conducted on the third day.
- **1/5 scale:** Four (4) rounds of qualifying conducted over a two (2) day period, with the main events to be conducted on the third day.
- Any deviations from these formats must be approved by the ROAR Executive Committee before being stated on the race flyer or advertised in advance of the event.

- **SCHEDULING**

- Race and (if needed) maintenance schedules must be posted no later than the day prior to the start of qualifying by the RMT Race Director. Any changes to the race and/or maintenance schedules should be announced and updated schedules posted by the end of each day.
- Drivers' meetings, track setup times, practice sessions, and starting times will be listed or announced during the driver's meeting. The RMT will make adhering to the posted schedule a top priority.

- **WEATHER DISRUPTIONS**

- If an event is disrupted by weather, qualifying positions will be based on the results of rounds completed. If mains cannot be run, finish positions will be based on qualifying positions of each driver in his main event. NOTE: A completed round is one in which all heats for a particular class have been run under essentially the same weather and track conditions. At events with multiple classes it is not necessary for all classes to complete the same number of rounds. See also ROAR Rule 12.3.9.

- Except in the case of bump-ups, if it is possible to finish some mains, A-mains should be run first to determine National Champions and the following mains run until it is no longer feasible to do so.
- When bump-ups must be used, the time available will determine the number of mains, leading up to the A-Mains that could possibly be run. The RMT Race Director will determine which driver(s) qualified highest in the highest main that could not be run. These driver(s) will be moved up to fill the maximum number of drivers necessary for the first main to be run. Bump-ups will proceed normally from there.

- **TRACK MAINTENANCE**

- The track must be maintained in a consistent and timely manner on a scheduled basis. There should be a person appointed responsible for this duty.
- On asphalt or paved surfaces, the track should be prepared and open to practice at least one hour before qualifying begins on each of the qualifying days of the event, to give the drivers an opportunity to set up on a prepared track and set a groove before the first heat.
- On dirt tracks, every effort should be made to have the track in the same condition at the beginning of each round of qualifiers. If maintenance is required during a round of qualifying, it must be done between classes, never between heats of the same class.

- **DRIVERS' MEETINGS**

- Drivers' meetings are required before the start of the first qualifier and before the Main Events. Other meetings are at the discretion of the RMT Race Director. These meetings set the tone for the entire program.
- At the first meeting the RMT Race Director will state the number of drivers who will qualify for each A Main event and, in the case of bump ups, whether bump up drivers are required to marshal the main events.
- The meeting will be controlled by the RMT and any changes in track procedures, rules, and approved rule deviations must be stated. Final procedure changes and/or rule deviations announced at a drivers' meeting are valid for the remaining duration of the event.
- All drivers should be informed of the location of posted results sheets, officials, and other important information.
- Procedures in case of possible weather disruption should be explained for outdoor events.

- The Designated ROAR Official should be introduced at the first drivers' meeting and given an opportunity to speak at each meeting.
- Drivers disrupting or not attending a drivers' meeting will receive a one-lap penalty from their best qualifier.

## • EQUIPMENT USAGE RULES

- ROAR Rule 12.4 covers the use of approved equipment as well as the rules governing the purchase of extra handout tires and motors.
- A driver may buy a maximum of two additional stock motors per entry for a maximum of \$25 each.

## • SCORING

- Hosts should ensure that their scoring loop location complies with ROAR Rule 5.6.3. and that their scoring system is capable of sensing digital transponders.
- The RMT software to be used must be approved by the ROAR President, Vice President and/or Technical Director prior to the publication of the entry form.
- The RMT will furnish a complete backup of the computer system, both hardware and software.
- Although, the use of Personal Transponders at ROAR Nationals is required, use of public transponders at a ROAR National must be approved by the Executive Committee prior to the entry form being published. When public transponders are to be used, two (2) complete sets of transponders are required.
- **Vehicle numbers must be visible to officials!** Numbers are essential vehicle identification for the referees (to assure fairness) as well as for scorekeeping (should a transponder fail to operate). It is the responsibility of the host to provide ROAR approved numbers and technical inspectors should assure that approved numbers are appropriately applied to each vehicle. Rule 5.6.4 applies. This means that the Host must provide an adequate number supply to provide for maintaining (3) three number decals per vehicle, for both Qualifying and Mains.
- The timing loop should be placed in a location that will create the most accurate Start/Finish reading. (i.e., It should not be placed in a turn, coming off a jump or near pit lane). Refer to ROAR Rule 5.6.3. All cars must cross the timing loop (check in) prior to the start of every race to verify correct transponder operation.
- Adequate staff and backup personnel are essential in all areas of the scoring. There must be more than one person available who is knowledgeable in operating the computer's scoring systems, including the Operating System (DOS, Windows, etc.).
- Adequate space must be provided for the Designated ROAR Official to be in the scoring booth at any time.

- Results of each race and each round must be posted in an area accessible to all drivers as soon as possible after each race and round.
- To resolve close finishes during the Main Events, the following guidelines apply:
- The finish line must be clearly marked on the racing surface by a line across the entire racing lane.
- The finishing order of the race will be determined by the order in which the cars cross the finish line. Close finishes will be resolved by the transponder signal shown on the computer results as the final determination.
- The fact that a car crosses the finish line outside the limits of the racing line will not be cause for a penalty unless it results in an advantage over another car. If an advantage is gained, the minimum penalty will be 10 seconds. (Refer to ROAR rule 5.14 for penalties.)

## • AWARDS

- ROAR is responsible for obtaining and presenting awards. The awards will be of a quality and size that reflect the importance of the ROAR Nationals. These awards will be shipped to the race Host two weeks prior to the event.
- No cash prizes of any kind may be given as an award or contingency award.
- The ROAR logo must appear on all awards, and if other logos also appear then the ROAR logo must be the dominant one.
- A plaque or plate recognizing their participation should be issued to each racer who had entered on or before the entry deadline date and subsequently participated in the event.
- A Concours Competition, with appropriate awards, is highly recommended, but not required. Section 13 of the ROAR rulebook contains the details for such competitions, and the suggested scoring sheets.
- A-Main awards should be presented at a ceremony following the event. Other awards may be presented as they are earned.

## • BANQUETS

- A Banquet is highly recommended at an event as prestigious as a National, but not required. When planning a banquet, it should be scheduled for the best racer

attendance, in their best moods, usually the night before qualifying begins. This style of informal social time is very important to developing 'fun factor' for the event. Funding is usually by selling banquet tickets separate from the entry fee or by a sponsor.

- **PRACTICE**

- The use of the track layout for a National event is specified in ROAR Rule 12.3.1.
- One day of controlled Practice is scheduled for the day prior to the first day of qualifying.
- Drivers should check in and pay unpaid ROAR membership and race entry fees before being allowed to practice.
- If the Host is unable to show the Designated ROAR Official proof of other liability insurance, or if the facility/club depends on the ROAR liability insurance, then racers must not be allowed on the drivers' stand, within the race track area, or to run their vehicles until their ROAR membership is current.
- Controlled practice should be in intervals similar to that used in qualifying the following day.
- The RMT will decide whether a controlled heat practice round is necessary.
- Presorting or seeding for the qualifiers based on these practice sessions is not allowed unless stated by the Designated ROAR Official prior to the start of controlled practice.
- For 1/5-scale events, all practice time, open or controlled, must have at least one (1) turn marshal/mechanic in place. The use of the Caution warning system described in ROAR rules 10.12.3 through 10.12.7 is mandatory at all times.
- Only FCC legal frequencies may be used. Legal frequencies are listed in ROAR rule 4.1.1.



- **QUALIFYING**

- All qualifying will use IFMAR Starts, as described in ROAR rule 5.7.2
- The duration of qualifying heats is specified in ROAR rule 5.1.4.
- Subject to the ability of the scoring software to accommodate more than 10 drivers, the maximum number of drivers allowed in any one qualifying heat (or main) is determined by the LOWER number (rounding down) resulting from:
  - Dividing the track's expected lap times by 1.4.
  - Dividing the length, in feet, of the drivers' stand by 2.5.
- There will be a mandatory re-sort at the end of the first qualifying day (or after two rounds at events with single qualifying days). The re-sort must be based on each driver's best single Qual-points round (or best laps/time for Oval and 1/5 scale) with ties broken by best laps/time from any round. All scoring systems used at the Nationals must have tested re-sorting capabilities.
- All drivers must use the frequency that they declared when entering the event, unless otherwise changed by the Race Director.

- **MAINS**

- There will be a minimum of 10 drivers in all A Mains. More drivers can be allowed in the A Mains as determined earlier in qualifying.
- For the Triple A Main system:
  - Triple A-Mains will be run at all Electric Nationals (including Juniors', Masters', demonstration and provisional classes) except for Oval classes.
  - If a driver wins the first two Mains he must sit out the third.
  - Triple A-Main results will be decided by a point system based on 10 points for the winner of each separate Main on down to 1 point for the tenth placed finisher in each separate Main.
  - The best two out of three Mains will count with the first tiebreaker being the finishing position of the third best (remaining) Main.
  - In the event of a need for a second tiebreaker, the total of laps and time of each driver's best two out of three Mains will be used.

- The starting grid for Mains in Electric Classes will be a staggered grid as described in rule 5.8.2.
  - The starting grid for Mains in Fuel classes will be a “Le Mans” style grid as described in rule 5.9.2
- Race durations are specified in ROAR rule 5.1.4
- For the “Bump up” system
  - The use of “bump ups” is mandatory in all fuel classes and not required of electric classes.
  - The two highest-placed drivers in each Main have the option to progress into the next higher Main. If the ‘ladder main’ system is being used then the two highest finishing drivers from each semifinal will advance to the final.
  - Awards from the lower Main will not be given to drivers electing to “bump up” to the next higher Main. Should drivers choose not to “bump up”, they remain eligible for the awards in their Main.
  - If any drivers choose not to “bump up”, the positions they would have occupied in the next higher Main must remain unfilled and may not be passed on to the next lower qualifiers.
  - At the discretion of the Race Director drivers electing to bump up may be excused from their turn marshalling duty for the next race. This must be announced at the drivers meeting.

- **SAFETY**

- The safety of corner marshals, drivers, pit personnel, and spectators must be considered in the track layout, pit location and the design of jumps. All ROAR safety guidelines and rules must be strictly enforced. 1/5<sup>th</sup> scale events must have the ROAR signal system (ROAR rule 10.12.3 through 10.12.7) in operation before allowing any vehicles on the racetrack.
- The use of tire traction chemicals or other chemicals that emit odors that could be offensive or are labeled as hazardous should not be permitted at indoor events or in pits that are indoors. The Race Director has the right to ban or require any one or all traction compounds. Any ban or requirement must be disclosed on race entry forms and in all advertising including Internet postings and website announcements.
- Provision for the proper disposal of aerosol cans, spent batteries, and waste fuel is required. Marked containers that are correctly designed for the type of waste they are to contain must be provided.
- Tobacco products: The ROAR position on, and recommendations with respect to the use of tobacco products at National events is contained in ROAR Rule 1.5.1

- **ELIGIBILITY**

- Except as provided below, National events are open to all ROAR members. See ROAR rule 5.11.
- Juniors', Masters', and Provisional/Demonstration classes may be included as long as they do not exceed the six-class limit or prevent entries to ROAR required classes or unless approved by the ROAR Executive Committee. The age definitions for Juniors and Masters are contained in ROAR Rule 5.3.2.2.
- In selecting additional classes to the required classes, local preferences should be considered.
- When both are offered at a single event, drivers may enter either the stock or the modified class of a vehicle type, but not both. At electric events where a 19T class is offered in addition to the stock and modified classes for a vehicle type, drivers may enter stock and 19T or 19T and modified, but not all three.

- **HANDOUTS:**

- **Stock Motors:**

- All stock classes at ROAR Nationals must use handout stock motors. If a 19T “Super Stock” class is offered, the use of handout motors is at the discretion of the ROAR.
- Stock motors are to be selected by ROAR.
- Arrangement for purchase is the responsibility of the ROAR.
- Handout motors and components (such as armatures) must be permanently marked with a number that identifies the driver and the car.
- Either rebuildable or non-rebuildable stock motors may be selected as Handouts, but not both at the same event. Regardless of which type is selected, only one model from one manufacturer or distributor may be used.
- When a Rebuildable stock motor is used as the Handout at a ROAR Level 4 event, armatures may not be swapped between cans (Rule 12.4.5). A Level 4 event’s Handout motor’s armature must always have the same number as the can. It is therefore up to the event Host to ensure the proper marking of the motors and armatures. If the Host is not willing to put in the extra effort to mark the Rebuildable stock motor components as described, they should use the Non-rebuildable stock motors for their event’s Handouts. When Non-rebuildable stock motors are used as Handouts, the motor should be sealed with epoxy or similar material, such as SCCA tech tape, that would chip, rip or come off if the can and end bell were separated.

- **Tires:**

- Handout tires are also chosen and arranged for by the host just as the Handout motors.
- Classes that must use handout tires are defined in Rule 12.4.7.1
- The Handout Tire Procedure is defined in Rule 12.4.7.4
- Wheels must be permanently marked by an Official with the driver’s entry ID # and tire set #. e.g. (108-2) or (108/2) would be driver (entry id. 108) and this is their 2<sup>nd</sup> set of tires for that entry. The Official supervising the tire handout will keep the Handout Registration records and will control or handle all Handout purchases.
- One set (two pair, one front and one rear) of (free) Handouts will be included for each class entered. (Rule 12.4.7.5)
- Purchases of further sets of tires are controlled by Rules 12.4.7.6 and 12.4.7.7.

○ **APPENDIX**

**STOCK OFF-ROAD Required Classes:**

2WD Buggy

4WD Buggy

2WD Truck.

19T Buggy

19T Truck

19T 4WD

-Optional to Host and strongly recommended:

Juniors 2WD Buggy

Masters 2WD Truck

-Juniors and Masters may enter other classes but not in the same type vehicle.

The following drivers may not enter the Stock Off-Road Nationals:

Drivers who are currently qualified for an IFMAR World Championship or have participated in the 2 previous IFMAR World Championships

If the Modified Off-Road National precedes the Stock Off-Road National, any driver who finishes in the top 20% (rounded up) of any modified class may not enter the Stock Off-road National for that vehicle type.

Race durations are specified in ROAR rule 5.1.4

Entry limit is 300 vehicles or 30 heats.

## **MODIFIED OFF-ROAD Required Classes:**

2WD Buggy

4WD Buggy

2WD Truck

-Race durations are specified in ROAR rule 5.1.4

-Entry limit is 300 Vehicles or 30 heats.

## **ELECTRIC ON-ROAD (Paved and Carpet) Required Classes:**

1/12<sup>th</sup> scale 4 cell Modified,

1/10<sup>th</sup> scale Modified Touring Car

1/10<sup>th</sup> scale Stock Touring Car

-Suggested classes are:

Juniors 1/12<sup>th</sup> scale or T.C. stock classes

Masters 1/12<sup>th</sup> scale or T.C. stock classes

-Handout tires will be used in all Touring Car Classes using rubber tires.

-Race durations are specified in ROAR rule 5.1.4

-Entry limit is 250 vehicles or 25 heats.

## **CARPET & PAVED OVAL Required Classes:**

1/10<sup>th</sup> scale 4 cell Modified

1/10<sup>th</sup> scale 4 cell stock

1/12<sup>th</sup> scale 4 cell Modified

-Suggested Classes are:

1/10<sup>th</sup> scale 19 turn 'Limited Modified', 4 cell.

Juniors' and/or Masters' classes

-Race durations are specified in ROAR rule 5.1.4

-Entry limit is 350 vehicles or 35 heats.

## **FUEL OFF-ROAD BUGGY Required Class:**

1/8<sup>th</sup> scale 4WD buggy

-Race durations are specified in ROAR rule 5.1.4

-Entry limit is 200 vehicles or 20 heats.

## **FUEL OFF-ROAD TRUCK Required Classes:**

1/10<sup>th</sup> scale 2wd Truck

Monster Truck (standard)

1/8<sup>th</sup> Truck (unlimited MT)

-Race durations are specified in ROAR rule 5.1.4

-Entry limit is 200 vehicles or 20 heats.

### **FUEL 1/8<sup>th</sup> Required Class:**

1/8<sup>th</sup> scale 4WD Open

-Race durations are specified in ROAR rule 5.1.4

-Entry Limit is determined by a 14-heat maximum. Review 9.4 above for the entry procedure.

### **FUEL 1/10<sup>th</sup> Required Classes:**

1/10<sup>th</sup> scale .12 4WD TC (IFMAR 200mm)

1/10<sup>th</sup> scale 4WD Open

-Race durations are specified in ROAR rule 5.1.4

-Entry Limit is determined by a 14-heat maximum. Review 9.4 above for the entry procedure.

### **1/5<sup>th</sup> SCALE Required Class is:**

1/5 scale Super Touring (STC)

-Suggested classes are:

1/5 scale GT

1/5 scale F1

1/5 Scale Sedan Sportsman

-Race durations are specified in ROAR rule 5.1.4

-The specifications for a Sportsman class are at the discretion of the Host. These requirements must be included on the event entry form.

-There is currently no entry limit for the 1/5 scale National event.