



National Guidelines For Race Management Team Events

REVISION April 16, 2010

The ROAR Nationals are the most important and prestigious RC car events conducted in the United States and Canada. They are the 'center stage' for drivers from across North America 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 the event. ROAR recognizes its obligation to provide the fairest and most consistent event possible to these entrants, who have invested a great deal of time, money and most importantly, dedication to our sport. This is achieved by the use of a Race Management Team (RMT) supplied by ROAR contracted through the RMT Nationals Director, 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 whenever 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 rule book takes precedence.**
- Refer procedural or rule questions to the Competition Director or the President as necessary.
- Personal contact information is available on the ROAR website. (www.roarracing.com)
- Refer Administrative questions to the Fred Hohwart, ROAR Administrator at 949-494-0515 or fax information or questions to 949-494-3413 or email administrator@roarracing.com
- **ROAR Membership:** Full year ROAR membership is required for all National event participation. ROAR membership will be verified prior to entry acceptance through the ROAR Administrator. Membership must be current through the dates of the event prior to acceptance as an entry.
- The Host will receive electronically a "Host Agreement for ROAR Nationals" that must be completed prior receipt of host fees from ROAR. This agreement will outline host and ROAR responsibilities.

1) Nationals venue selection process:

- a) The following process is used to select the venues for each year's National events:
 - a) 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.
 - b) Bidding hosts must be current ROAR track affiliates prior to the bid submission. No bid will be accepted from a prospective host that is not current with its ROAR affiliation status.
 - c) The Host will receive electronically a "Host Agreement for ROAR Nationals" that must be completed prior receipt of host fees from ROAR. This agreement will outline host and ROAR responsibilities.
 - d) It is strongly recommended a bidding host have prior experience in holding ROAR sanctioned events as outlined in the ROAR rule book. Tracks with prior ROAR sanctioned event experience will be considered with greater weight than a bid from a track with little to no sanctioned event experience.
 - e) Bids are submitted to the ROAR Competition Director, only electronic bids are accepted, on or before July 31st or as announced on the ROAR Website. (future bids are always welcome)
 - f) The ROAR Competition Director will review the submitted bids and forward to appropriate staff or committee members. At the Fall Meeting of the Executive Committee, the host venues are selected based on criteria of rotation, facility amenities, history of the facility and staff, experience of the facility and the staff and overall participation projections for the event. If a class committee system or Section Chairperson system is in place, the Executive Committee will take recommendations from these sources with as much weight as possible while also keeping in mind other factors as mentioned above.
- b) Event and Venue Selection and Notification:
 - a) The ROAR Competition Director shall contact the selected venue contact person and will re-verify the club or tracks ROAR Track Affiliation Status.
 - b) The Competition Director will coordinate the event's dates, race flyers and potential rule deviations.
 - c) When event dates are selected, the host will need to electronically contact the Competition Director that these guidelines are fully understood and accepted.
 - d) The Competition Director will also electronically send to the host a Host Agreement which must be signed and returned to the ROAR Administrator prior to receiving first host fee installment.
 - e) If the event is a stated or controlled product event, the host will also include recommendations of product to state on the race flyer and advertising media.

2) ROAR Rules Utilization

- a) The ROAR rules are very comprehensive and give the RMT a great deal of decision making ability as well as responsibility to control the race program. It is a RMT'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 President or ROAR Competition Director for interpretation of the ROAR rules.
- b) Hosts of National events must obtain a copy of the latest ROAR rules, Nationals Guidelines and Product Approval lists (where applicable), any rule revisions posted on the ROAR website and deviations granted either prior to venue selection in the bidding process or afterwards with Executive Committee approval and make these available for entrants prior to the first day of controlled practice.

- a) ROAR requests the host post this material in several locations for ease of participants to gather the information. For example, at normal results posting sites, in several pit area locations and most importantly in the technical inspection area.
- c) Unless previously approved by the ROAR Executive Committee, no deviations from the ROAR rules or these Guidelines will be permitted. All deviations must be posted in the technical inspection area and must be found on the entry flyers or website information sites for entrant knowledge.
- d) Deviation requests should have been presented in the original bidding document prior to venue site selection.
- e) 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.
- f) Deviations requested after the event has been awarded will be accepted and reviewed on a minimal basis with no guarantee of approval.
- g) Local track or club procedures and/or rules that conflict with ROAR rules are not allowed.
- h) The RMT staff members and Race Host and Race Host volunteers or employees must be current ROAR members in good standing, through the dates of the event, familiar with the rules and able to apply them in a consistent, friendly manner. Any questions regarding the rules should be referred to ROAR for a final interpretation.

3) Financial Considerations

- a) All entry fees and entry forms or online entry registration information will be sent to and collected by the ROAR Administrator.
- b) ROAR will furnish the trophy awards for the event.
- c) ROAR will agree to the follow as host payment fees:
 - a) The Host will receive \$1,500 as a guaranteed fee from the ROAR Administrator for hosting the event to be paid as follows:
 - 1) \$500 ninety days prior to the event with verification of receipt of Host Agreement
 - 2) \$1,000 within 10 days of the event completion in accordance to Host/ROAR agreement which will be verified by the ROAR President and ROAR Competition Director after discussion with the RMT Race Director and upon receipt of all equipment and materials shipped to proper ownership. ROAR will provide shipping billing information to the host.
 - b) ROAR will compensate the host with an additional \$1000 within 10 days of the event completion if paid entries exceed 125.
 - 1) Paid entry count will be determined from calculations of online registration site and hand count of mailed entries (if applicable) received prior to the start of the event. ROAR will also gather total entry count from the RMT Race Director prior the event's end.
 - c) ROAR will compensate the host an additional \$30.00 for each entry exceeding a paid entry count of 190 within 10 days of the event completion and return of equipment and materials shipped to proper ownership. ROAR will provide shipping billing information to the host.
- d) The Host is required to provide all entrants of the event, either for sale or to be given away, a race memento. The ROAR logo and name of the event must be on this item. i.e.: t-shirt, hat, pit

towel or other items as suggestions.

- e) The Host retains all other monies received including but not limited to:
 - a) Sponsorship funds
 - b) Table rental fees
 - c) Indoor or Outdoor, covered or non covered racer working area pit space fees
 - d) Concessions
 - e) Required t-shirts or other race memento sales
 - f) Profit from controlled and/or stated product requirements

4) Promotion

- a) ROAR will post the dates of all National events on the ROAR website and electronically send all media sources available as soon as they are available.
- b) ROAR will work with the host in contacting its city Tourist and Travel Bureau for notification of the event, potential tourism dollars to be spent and include in all media preparations.
- c) Race flyers and entry forms for National events will be prepared by the track host, posted on the ROAR website and electronically sent to media sources. The race flyer must be submitted to the ROAR Executive Committee for final approval. *The submission by the Host of any race flyer not submitted by ROAR to media sources 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 or reimbursed by ROAR in any manner should there be costs involved.*
- d) Only ROAR National Events are allowed to use the term “ROAR Nationals” in their promotional efforts. All advertising must state “YYYY ROAR XXX Nationals” (where YYYY is the year and XXX is the class of the event).
- e) All race flyers and promotional materials must be submitted to the ROAR President and ROAR Promotion Director’s approval as soon as practical after the award of a national event. Race flyers must be informative and in good taste. The ROAR logo and event description must be prominent in all ads and on all events associated items. (T-shirts and other mementos) sold or given away at the event by the Host.
- f) The race flyer must contain at least but not limited to the following information:
 - a) The ROAR logo and event name
 - b) The ROAR sanction number provided by the ROAR Sanctioning Director
 - c) The event dates and overall schedule
 - d) The statement “CURRENT ROAR MEMBERSHIP THROUGH THE DATES OF THE EVENT IS REQUIRED PRIOR TO ENTRANTS ACCEPTANCE TO THIS EVENT”
 - e) Information regarding table and/or working area pit space rentals, fees involved and/or host contact information
 - f) Brief details regarding hotel/motel accommodation
 - g) Physical address of the track and/or location for shipped materials to be sent
 - h) Registration Deadline of 1 month prior to first day of racing with late fee listed. Only trackside entries with late fee will be accepted at ten days prior to the event deadline passes.
 - i) Statement “NO REFUND OF ENTRY FEES AFTER REGISTRATION DEADLINE”
 - j) Notice of any approved deviations from the ROAR rules.
 - k) Statement regarding mandatory use of personal transponders at ROAR national.
 - l) Statement of racer will abide by the Race Director or ROAR officials decisions and the ROAR rules.

- g) At least one banner will be provided by ROAR to all National Hosts. This banner(s) will become the property of the host after the event. THIS BANNER MUST BE DISPLAYED CENTRALLY LOCATED ON THE DRIVERS STAND OR MOST VISIBLE AREA TO SPECTATORS PRESENT AND ON INTERNET OR TELEVISION BROADCASTS. This banner is also to be used as the prominent background for awards photos.
- h) One banner will be provided to the RMT and will travel with the computer equipment.
- i) Broadcast programs either internet or televised are at the sole discretion of the host to contract. ROAR cannot initiate any type of exclusivity with any media source and cannot permit the host to sign any exclusive media contracts for its event.
- j) ROAR will work with the host in regards to scoring and timing equipment for all media.

5) Facilities

a) **Administrative**

- a) The facility must provide the RMT scorekeeper a printer that is compatible with ROAR scoring equipment and all necessary connections.
- b) The facility must provide office supplies to the RMT Scorekeeper to include but not limited to paper for printing results, writing utensils, printer ink or cartridges, tape adhesives or staple guns and notebook for logging notes as necessary.
- c) The facility is encouraged to have internet access available and requests prior knowledge to the RMT Scorekeeper is given via email or telephone. Contact information can be located from the RMT Nationals Director.
- d) The facility should provide the RMT Race Director no less than two and preferably four walkie-talkies for direct communication between RD, referees and scoring tower. ROAR will attempt to provide these with the shipped RMT equipment.

b) **Track**

- a) The host track must comply with ROAR Track Specifications as found in the ROAR rule book. Specifically, this includes racing lanes of the correct width, a driver's stand of the correct height and width and barriers of the correct size and construction.
- b) The track host will submit a copy of proposed track layout to the Competition Director.

c) **Pit areas**

- a) 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.
- b) 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 pitting indoors. *(Please check on renting tents or shade for your participants.)*
- c) 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 race flyer and/or any other promotional media items and again in the confirmation letter. In this case, adequate space must be available for drivers to unload equipment and/or park close to the facility.

d) Radio Frequencies and Impound and Radio Usage Areas

- a) The Host must provide an area for safe and secure impound for racers transmitters, if required. (see rule change in 2009 Rule book regarding this topic)
- b) The Host must provide an area very near the technical inspection area where participants may use radios for adjustment of vehicles. (Only with clearance of potential frequency conflict).
- c) 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/equipment is at the discretion of the host.
- d) All radios/transmitters are required to be in the 'off' position at all times unless the driver is on the drivers stand and warm up of his/her heat/race has been called to begin. Any violation of this directive is subject to immediate disqualification from the round either to be run or already run or from the event. No radio should be in the 'on' position until the driver is on the stand and their heat or main warm up has been permitted to begin. Disqualification penalties are at the discretion of the Race Director or ROAR DRO, if present. *A radio impound area on top of a drivers stand greatly improves enforcement of this policy and security for the racer's radio equipment.*

6) Safety

- a) 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 is mandatory.
- b) The safety requirements outlined in the ROAR rule book must be adhered to for the duration of the event.
- c) For the benefit of spectators, bleachers should be provided

7) Public Address

- a) The PA system, at the minimum, is audible from the driver's stand and from ALL pits working areas and racing areas. The PA system should have controls made available to increase or decrease volume on the driver's stand for comfort and verbal understanding for the drivers. The PA system should be well heard in the hot pit areas as well.
- b) The facility must provide the RMT Race Director no less than two and preferably four walkie talkies for direct communication between RD, referees and scoring tower. In fuel events, this is mandatory for successful payment of host fees from ROAR.

8) Technical Inspection

- a) For technical inspection and radio impound, areas should be located near the driver's stand where drivers can have their vehicles inspected, collected or return their equipment with as little as congestion as possible.
- b) The Host will provide a minimum of four (4) knowledgeable technical personnel to support the RMT Staff. ROAR will assess penalty payments towards the host for each person not provided at the time of final payment.
- c) Adequate space out of the weather must be available for technical inspection to run smoothly.
- d) Technical inspection equipment will be provided by ROAR with exceptions in some classes where the equipment is under construction and/or purchase and the host must be prepared to

provide equipment upon request.

- a) Should the host be requested to provide technical equipment, ROAR requests a written list of such equipment be provided to the RMT Race Director to ensure its proper return.
- e) The RMT Tech Director will establish the engine and motor tech procedures and instruct the staffing provided by the host track.
- f) Fuel tank volumes may be verified randomly as long as all tanks are eventually checked.
- g) Controlled or Stated Product:
 - a) The racer is responsible for running the product that is shown on the entry form.
 - b) Drivers are allowed to enter three (3) of stated product into technical inspection prior to the first day of racing. It is recommended to host to have the technical area ready for logging of stated product to driver number one to two days prior to arrival of RMT Technical Director to speed up the process in events with a high projection of attendance.
 - c) For tires at events, drivers will present unopened packages of tires that had previously been stated allowed for use in the event.
 - d) AAA main drivers may present one additional full set of unopened packaged tires to technical inspection as soon as the main events are posted for registration. If AAA mains are removed by the Race Director or ROAR President due to low participation in that class, the removal of the additional set of tires is also at the option of the Race Director.
 - e) Tires and/or rims will be permanently serial numbered by the RMT Technical Director or assistant for each driver. Serial numbers will be logged to that particular driver's ID number on appropriate log sheet that will be used later for technical inspection.
 - f) Cans of stated motors will be permanently serial numbered by RMT Technical Director for each driver. Each brushless motor will have its stator inductance checked. The cans serial numbers will be logged to that particular driver's ID number on appropriate log sheet that will be used later for technical inspection.
 - g) The ROAR rule book covers the use of approved equipment as well as the rules governing the purchase of extra handout tires and motors, when applicable. Controlled and/or stated product rules are introduced in 2008. The quantities and procedures for registering and marking products will be the same as the handout policies in the ROAR rule book.
 - h) Stated or controlled product guidelines, when applicable. The Racer is responsible for using the product stated on the entry flyer and on the ROAR website. Drivers are allowed to register with the technical director no more than three (3) of the stated product per class.
 - i) Stated or controlled product deviations due to event situations, product defects with manufacturing agent on site to verify or other reasons may occur at the sole discretion of the RMT Race Director.
 - j) Controlled or stated tire procedures, when applicable, the racer will provide the RMT Tech Director the stated tire use in unopened packages prior to racing for marking and registration.
 - k) It is recommended the Host provide stated or controlled product sales from the onsite or other hobby shop at a reduction in price for the racers traveling to the event. The Host retains all monies from these product sales.
 - l) **Handouts:**
 - (1) This section has been removed from the RMT National Guidelines as ROAR no longer offers or provides hand out products at the events. As of 2008, stated or controlled rules

apply.

- (2) Should a host choose to offer a product as handout, it must be realized all financial considerations are the responsibility of the host and each entrant must have equal access to the product.

9) Officials

- a) ROAR will provide as RMT Staff a Race Director, Technical Director, Announcer and Scorekeeper. ROAR may combine two of these positions together in projected small attended events.
- (1) ROAR will compensate these staff members through contracting with the Nationals RMT Director. Travel and lodging will be taken care of through check payments. Although, ROAR would appreciate if the host were able to gain comps' hotel accommodations for the RMT staff. (2 rooms necessary).
- b) The Host must provide no less than four staff members for use in technical inspection, volunteer turn marshals, radio impound (if necessary), results and other items runner and a minimum of two staff members for additional pit lane and driver's stand referee's to assist the Race Director.
- c) All officials must be ROAR members 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 in the radio impound, track Maintenance and technical assistance.
- d) All RMT officials are prevented from competing or participate in any way, including hot pit duties.
- e) The authorities and responsibilities of the officials are contained in the ROAR rule book.
- f) The Host must provide ROAR legal beverages/refreshments to the officials.
- g) The Race Director and Technical Director can make immediate official judgments or penalties.
- h) The Scorekeeper and Announcer may only make judgments within their area of responsibility

10) Protest Committee:

- a) The official protest committee consists of the RMT Race Director, the ROAR Regional Director (*if present, or a representative*) and the ROAR Official (may be the Race Director) at the race. If any of the committee cannot attend all or part of the event, then a qualified representative shall be named in their place.
- b) ROAR attempts to send a member of the Executive Committee to each national event as the ROAR Official. If this person is attending the event, this is the highest ranking ROAR member at the site and all decisions are final by this representative.
- c) The members of the protest committee must be announced at the first drivers meeting
- d) All protests will be handled according to the rules stated in the ROAR rule book, which should be familiar to all RMT staff.
- e) It is the Race Director's responsibility to be sure all protests and race decisions are handled fairly and equitably using the ROAR rules.

11) Race Entry

- a) The Nationals Race Entry form will be supplied by the track host and sent to ROAR for download from the ROAR website or online registration for the event found on the ROAR website and a link provided to the registration server.
 - a) If applicable, entry forms will be mailed with the appropriate fees to the ROAR Administrator or completed online and the fees will be transferred for ROAR to the Administrator electronically.
- b) Fees for all classes of events, for nationals will be \$85.00 including applicable registration fees per entry.
- c) For all required classes, a late fee of \$25.00 applies to all entries received or otherwise considered late, (past the registration deadline).
- d) The late fee applies only the racers first entry when more than one class is entered.
- e) Racers entering late may be called or otherwise told about the late fee but it should be clearly marked on the entry flyer and the racer should be aware of this late fee.
- f) Refunds are not applicable after the registration deadline date. Refunds of late fees are not applicable.
- g) Refunds must be given to any entrant requesting one before the registration deadline date, less \$15.00 maximum cancellation fee.
- h) For online registration, there will be a 10 day cut off for entering the event. There will be no acceptance of entries after the 10 day cut off. Trackside entries may be accepted with late fee applied.
- i) All trackside entry participants must have proof of current ROAR membership to provide to Race Director.

12) Race Entry limitations

- a) Any driver who finishes in the top 20% (rounded up) of any Modified National will be barred from entering any Stock National class for the next five years. This includes off road electric and on road paved and on road carpet nationals.
- b) At any single Level 5 event, a driver entering the sportsman stock class may not enter in any other higher level of skill based class. For example: a sportsman stock may enter the touring car and 1/12th scale of sportsman stock but not the same classes of expert super stock or open modified. If a 2wd chassis class is only offered as expert super stock then the sportsman racer may enter that class.
- c) Any potential participant whose membership is not in good standing or does not have current status through the dates of the event will not have entry accepted until status is satisfied per the rules.
- d) Any driver who has attended an IFMAR Worlds competition in the previous five years and has finished in an A main is not permitted to participate in any stock or sportsman fuel labeled class.

13) Entry to National Events: Limits and Procedures

- a) Entry limits are placed on all ROAR nationals to ensure that all entrants receive adequate practice and race time at the event. Entry limits may not be altered past maximums stated in these Guidelines without Executive Committee approval.
- b) 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.
- c) The **maximum number** of event entries will be limited as follows: (other types not reflected here will be awarded entry limits per Executive Committee approval.)
 - i) Electric On Road 25 qualifying heats - 10 car maximum per heat
 - ii) Electric Off Road 30 qualifying heats – 10 car maximum per heat
 - iii) Fuel Off Road 20 qualifying heats – equal split of two vehicle types
 - iv) Fuel On Road 20 qualifying heats – equal split of two vehicle types
- d) Entries to all ROAR nationals will open 90 days prior to the first day of qualifying for online registration or entry form acceptance if applicable. ROAR will permit the A Main racers from the years prior nationals one week early registration with advance notice from the racer via email to the ROAR Competition Director and the ROAR Administrator. The early entrants must have current ROAR membership through the dates of the event without lapse in membership to be eligible for early entry. These entries must be paid in full and ROAR membership must be current through the dates of the event to be accepted.
- e) Payment for ROAR Nationals must be in check format or via Pay Pal services when registration online opens. For early registration to the A Main racers from the previous year, the racer must contact the ROAR Administrator for the Pay Pal account information.
- f) Waiting lists will be generated when the event has been filled to entry limit capacity as stated in these guidelines or per Executive Committee decision. Only current ROAR members through the dates of the event will be placed on the waiting list. The waiting list will be generated by date and time of paid in full entry with current membership. Exchange of entries to 'bump' waiting list racers will not be accepted.
- g) The ROAR Competition Director will provide as soon as possible a tentative race schedule for publication on the website. This schedule is tentative of which changes may occur depending on entry, weather, host or other situations.
- h) Entrants are subject to a maximum of three classes per event as stated in the ROAR rule book, when applicable.
- i) If a class has less than 15 entries as of the event's registration cutoff date, 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.
- j) 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. These entries are recommended to be at a reduced fee with no trophy presentation from ROAR. If the host chooses to award trophies for a provisional/demonstration class, these awards are his responsibility to provide.

- k) For events with classes that do not have two (2) full heats of entrants, The RMT Race Director or the ROAR President may choose to offer single A mains instead of AAA mains, as stated in the ROAR rule book.
- l) In addition to rule 12.2.9, sportsman stock will also be limited to the following new guidelines at national events. Any failure to abide by these non sponsored limitations will incur disqualification from the event for the driver and potentially all other drivers associated with the sponsor in attendance at the national event and product approval sanctions could apply to the sponsor, if applicable.
 - 1. Sportsman Stock participants may only enter into 'stock' class at the event. The racer may not enter Expert Super Stock or Open Modified in any chassis. Exceptions may apply through deviation approvals in regards to provisional or demonstration classes or with Executive Committee approval for that single event only.
 - 2. 17.5 brushless motors only
 - 3. Participation in this level of class regardless of chassis division.
 - 4. No advertising of RC brands on vehicles, apparel, or other sources permitted.
 - 5. Sportsman drivers may have no other source of compensation either monetarily or with product. This includes travel, lodging and incentive programs.
 - 6. Although sponsorship cannot be verified in all situations due to but not limited by a particular sponsor refusing to notify ROAR of the driver's status, should the driver be protested and irrefutable proof is established of sponsorship for that driver, sanctions will apply either immediately and/or after Executive Committee review.
 - 7. Sportsman drivers may not have their entry fees paid by any business entity regardless of industry affiliation.
 - 8. Driver introductions for A Mains are limited to name, age, home city and special thanks to non RC related personnel.
 - 9. Touring Class will be RUBBER TIRE only.

14) RACE PROGRAM: (please note, significant changes in this program from 2009 guidelines)

a) Race Formats:

- (1) Electric Classes: Four rounds of qualifying conducted over a two day period with the main events to conduct on the third day.
 - (a) Re-sorts to be done after two rounds of qualifying. Additional resorts to be

determined by the Race Director if necessary.

(b) AAA mains will be run in all classes with two full heats of racers.

(2) Fuel Classes: Four to six rounds of qualifying conducted over a two day period with main events to conduct on the third day. Lower mains may be run after the final round of qualifying at the discretion of the Race Director.

(a) Programs with only two classes may choose to offer the first day of qualifying all four rounds for one class and the second day of qualifying all four rounds of the second class. This option must be discussed with the host and ROAR as soon as possible after the venue announcement.

(b) Re-sorts to be done after two rounds of qualifying if qualifiers are seeded randomly.

(c) Re-sorts will not be performed in qualifiers that are seeded from practice times.

(d) Ladder main systems will be used in this class depending on the actual number of entries. These mains will be set up by the RMT Scorekeeper using software programming installed in ROAR scoring equipment.

~~(e) ROAR has adopted the IFMAR style of ladder mains by stating the A Main Final will not have 'sit outs'. The A Main finals will be established through bump ups from both sides of the semi final ladder.~~

~~(e) ROAR has adopted the IFMAR style of ladder mains for the respective fuel on-road and fuel off-road classes. The qualifying procedures and seeding for the finals will follow the current IFMAR formats for each class.~~

~~The Final for the fuel off-road classes will not have 'sit outs,' e.g. no drivers qualify directly into the Final. The fastest drivers at the conclusion of qualifying will be seeded into the "A" and "B" semifinals based on their qualifying position, and the finishing order of the semi-finals will determine the driver's starting position in the Final. The number of drivers in the final will vary according to ROAR's National Guidelines, and decisions regarding all aspects of the event will be at the discretion of the Race Director.~~

~~The Final for fuel on-road events will seed the four fastest drivers, at the conclusion of qualifying, directly into the Final. The remaining positions in the final will be filled based on the results of the "A" and "B" semi-finals, and the finishing order in the semi-finals will determine the remaining drivers and their starting positions in the final.~~

~~Unlike IFMAR, the number of competitors in a given final may vary depending on various criteria, so the number seeded directly into a fuel on-road main, and the remaining positions to be filled, will vary depending on the total number of entries permitted in the Final.~~

~~All aspects of any fuel on-road or off-road event may be changed at the discretion of the ROAR Race Director.~~

b) **Qualifying Heat Set Up:**

a. At Race Director discretion, heats may be seeded from using the last three minutes of a 10

minute fuel practice session or the last two minutes of an electric practice session, laps and time.

- b.** Seeded heats will be set up based on laps and times from the sessions as follows, using 10 cars in the heat. IE: #1 indicates driver with fastest laps/time in practice session. Below is an example of what the software may build in a seeding program. Variations could apply depending on number of drivers on the stand and entry numbers.

Heat 1: 1-5-9-13-17-21-25-29-33-37

Heat 2: 2-6-10-14-18-22-26-30-34-38

Heat 3: 3-7-11-15-19-23-27-31-35-39

Heat 4: 4-8-12-16-20-24-28-32-36-40

Heat 5: 41-42-43-44-45-46-47-48-49-50

Heat 6 to end: fill heat with next 10 consequential drivers.

No resort necessary.

- c.** Or at Race Director discretion, qualifying heats may be set up using a computer generated random selection process of all entries, re-sort after 2 rounds or the first day of qualifying. Additional re-sorts at the discretion of the race director.

c) Qualifying:

- a) All qualifying will use IFMAR starts as described in the ROAR rule book.
 - (1) 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 (seconds) and dividing the length, in feet, of the drivers stand by 2.
- b) There may be re-sort at the end of the first qualifying day (or after two rounds at events with single qualifying days). At the discretion of the Race Director who may opt to seed the qualifiers through another method other than random.
- c) The re-sort must be based on each driver's single best Qual Points round with ties broken by best laps/time from any round. All scoring systems used at the Nationals must have tested re-sorting capabilities.
- d) All drivers must use the legal frequency they declared when entering an event. Should an illegal frequency be stated on the entry flyer or online registration, this will not be recognized by ROAR and it is the drivers' responsibility to know and use only legal frequencies.
- e) No provisions for heat placement or problems the racer might incur due to the illegal frequency use will be provided by ROAR, the host facility or the RMT staff.

d) Scheduling:

- a) 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.
- b) Track set up times, practice sessions, starting times and additional drivers meetings will be listed or announced during the drivers meeting. The RMT will make adhering to the posted

schedule a priority.

e) **Weather Disruptions:**

- a) If an event is disrupted by weather, qualifying positions will be based on the results of the rounds completed. If mains cannot be run, finish positions will be based on qualifying positions of each driver in his main event.
- b) All efforts to complete the program by utilizing track maintenance, facilities lighting system or other methods will be accomplished before 'calling' an event complete. NOTE: a completed round is one in which all heats for a particular class have been run under essentially the same track conditions. At events with multiple classes it is not necessary for all classes to complete the same number of rounds. See ROAR rule book for clarification.
- c) Except in the case of bump ups, if it is possible to finish some of the A mains with racing, A mains should be held first to determine National Championship and the following mains run until it is no longer feasible to do so.
- d) When bump ups must be used, the time available will determine the number of mains and duration of each main leading up to the A mains that could possibly be run. RMT Race Director will determine which drivers 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.

f) **Track Maintenance and Scheduled Practice:**

- a) The track should be maintained in a consistent and timely manner on a scheduled basis. The Host will appoint appropriate staff to be responsible for this duty. The use of the track layout for a ROAR National event is specified in the ROAR rule book
- b) The track may not be open for any practice for a national event prior to three days of the start of racing. For tracks that hold 'club' style racing prior the event, the course must be different than the national layout. (Except permanent tracks) It is recommended to run an opposite direction for racing prior the event on the same layout to avoid local and early arrivers an advantage. For all classes:
 - (1) 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.
 - (2) Additional practice times during the event are at the sole discretion of the RMT Race Director and ROAR official, if present.
 1. The host may not offer any track time to any racer or non racer of the ROAR National event once controlled practice begins during the week of Nationals. Essentially, the track is now rented by ROAR and only ROAR can grant track time to a driver.
- c) One day of controlled frequency practice is scheduled for the day prior to the first day of qualifying. The schedule for practice, ie: heats, open, timed, etc., will be determined by the RMT Race Director.
- d) Controlled practice should be in intervals similar to that used in qualifying the following day whenever possible.
- e) 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

g) Drivers Meetings:

- a) 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 and/or ROAR Official of the event.
- b) All drivers are required to attend the driver's meeting. Should a driver not attend or disrupt the meeting or follow the direction of any official during the driver's meeting or a request afterwards, at the discretion of the Race Director, disqualification from the event could occur.
- c) At the first meeting, the RMT Race Director will state the numbers 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.
(1) Any changes to the numbers of drivers in qualifying heat or mains that occurs after this drivers meeting will be clearly posted in the pit and technical inspection areas. Changes could be made by the Race Director to maintain the integrity of the event.
- d) The meeting will be controlled by the RMT and any changes in track procedures, rules and/or approved rule deviations must be stated. Final procedure changes and/or rule deviations announced in the drivers meeting are valid for the remaining duration of that event.
- e) All drivers should be informed of the location of posted results sheets, officials and other pertinent information.
- f) Procedures in case of possible weather disruption should be explained for outdoor events
- g) The ROAR Official (if different than Race Director) should be introduced at the first meeting and given an opportunity to speak at each meeting.

h) Scoring:

- a) Hosts should ensure that their finish line scoring loop location complies with the ROAR rule book and the scoring system is capable of sensing digital transponders. For fuel races, host shall provide a qualifying loop within ¼ lap of the pit lane exit.
- b) ROAR will ship to the host address listed on the website or otherwise informed of another location the scoring and timing equipment. The host is required to keep the safety of the equipment and release to the RMT Scorekeeper once arrived.
- c) The RMT will furnish a complete backup scoring system to include AMB decoder box, computer and software and partial primary scoring system to include computer and software. The host shall provide to the RMT Scorekeeper the use of their AMCrC or rc3 decoder box for use in the primary scoring system.
- d) The use of Personal Transponders at ROAR Nationals is required and the use of public transponders at a ROAR National must be approved by the Executive Committee prior to any media publication or advertising items. If and when public transponders will be used, two (2) complete sets of transponders are required.
- e) ROAR will provide vehicle numbers to the host. These numbers are mandatory on every single vehicle participating in the ROAR National. The numbers are required to be placed on the windshield and both side door panels or as directed by the Race Director, regardless of sponsor obligations.
- f) Numbers are essential vehicle identification for the officials to assure fairness as well as for scorekeeping, should the racers' transponder fail to operate.

- g) The timing loop should be placed in a location that will create the most accurate start/finish reading. For example, the loop should not be placed in a turn, coming off a jump or near pit lane. All cars must cross the timing loop (check in) prior to the start of every race to verify the correct transponder operation and usage. The host is requested to contact the Competition Director PRIOR to any track changes to verify loop placement as acceptable.
- h) Adequate space must be provided for officials to be in the scoring booth at any time.
- i) 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 each round.
 - (1) Results will be time stamped by the RMT staff and protests may occur within 15 minutes of the time stamp.
- j) The finish line must be clearly marked on the racing surface by a line across the entire racing lane
- k) 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 transponder signal shown on the computer results as the final determination.
- l) The fact that a car crosses the finish line outside the limits of the racing line will not be cause for penalty unless it results in an advantage over another car. If an advantage is gained, the minimum penalty will be 10 seconds. Refer to the ROAR rule book for penalties.
- i) **Mains:**
 - a) There will be a minimum of 10 drivers in all A mains or A Finals.
 - b) *AAA main system:*
 - (1) AAA mains will be run at all electric nationals. If a particular class at the electric national event does not have two (2) full heats of entrants, AAA mains may not be performed.
 - (2) AAA 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. A driver winning the first two mains must sit out the third.
 - (3) The best two out of three mains will count with the first tie breaker being the total of the laps and time of each driver's two highest pointed mains. Subsequent ties are broken by the single best laps and time of either highest pointed main.
 - c) *Bump Up System:*
 - (1) Ladder Main System:
 - (i) For fuel events that any one class comprises more than 75% of the total entrants the *Ladder Main System* is required for that class. ROAR has adopted the IFMAR style of ladder mains by stating the A Main Final will not have 'sit outs'. The A Main finals will be established through bump ups from both sides of the semi final ladder.
 - (ii) This system allows more entrants to qualify higher, reduces the number of mains to bump through, and provides more preparation time for the entrant bumping up.
 - (iii) The use of bump ups is used in all fuel classes and not required in electric classes
 - (b) All entrants are divided into two categories based on their qualifying positions,

either even or odd numbered.

- (c) The remaining entrants are divided into two 'ladders', Even-numbered and Odd numbered, based on their respective qualifying position.
- (d) Even numbered main event winners advance to the next even-numbered main and odd numbered follow suit.
- (e) Even numbered mains alternate with the odd numbered thus allowing more time for the winners to prepare for their next main
- (f) The last mains may be combined depending on the number of entrants.
- (2) A minimum of one of the highest placed drivers in each main have the option to progress into the next higher main. Semi Finals will have a minimum of five of the highest finishing drivers in that main bump to the A Final.
- (3) Awards from the lower main will not be given to drivers electing to bump up to the next higher main. Should drivers choose to NOT bump up, they remain eligible for the awards in their main.
- (4) If any drivers choose to NOT bump up, the positions they would have occupied in the next higher main remain UNFILLED and are not passed on to the next lower qualifiers.
- (5) 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. If not announced at the driver's meeting, bump ups are required to perform marshall duties or find an alternate.

j) **Starting Grids:**

- a) The starting grid for mains in electric classes will be a staggered grid as described in the ROAR rule book.
- b) The starting grid for mains in fuel classes will be a "LeMans" style grid as described in the ROAR rule book.
- c) Race durations are specified in the ROAR rule book. At the discretion of the Race Director, durations could change weather depending, entry count and effective and fair track time for all racers and daylight hours and the use of night time lighting.

15) Awards

- a) ROAR is responsible for obtaining race awards with the exception of provisional/demonstration classes.
- b) The host will be responsible for receipt of shipment of the awards and should notify ROAR of a reliable shipping address.
- c) No cash prizes may be given as an award or contingency award.
- d) The ROAR logo must appear on all awards and if other logos also appear, then the ROAR logo must be the dominant one.
- e) A Concourse competition with the appropriate awards is encouraged but not required. The host should notify ROAR immediately upon award receipt of the event if Concourse is an event to be listed as a class. Use of the scoring sheets in the ROAR rule book is highly suggested. Concourse Awards will not be provided if the host does not want the class or does not notify ROAR of the class being listed.
- f) Awards other than A main awards will be given to drivers immediately after their race has been completed and turn marshall duties have been completed and the car has passed technical inspection. These awards should be located in the technical inspection area and the host should provide a staff member responsible for handing out the awards during the day.

- g) A main awards will be given immediately after the A main has completed to not lose the 'excitement' of the race just completed and reward the winners of their accomplishment with as many spectators as possible. Cars must pass post technical inspection and this must be done as quickly as possible.

16) Banquets or Driver's Socials

- a) While not required, a banquet is highly recommended at an event as prestigious as a ROAR National. The Host should make arrangements for some kind of relaxing event for the drivers to socialize and familiarize themselves with ROAR officials and one another.
- b) Some hosts in the past have utilized the services of paid sponsors to provide catered meals at the track to encourage all racer participation. ROAR encourages this for an evening prior to qualifying.
- c) ROAR recommends the use of the local Travel and Tourism Board's assistance regarding location and potential assistance in management of the banquet.

17) Safety

- a) The safety of corner marshals, drivers, pit personnel and spectators must be considered in the track layout, pit location and design of any jumps. All ROAR safety guidelines and rules must be strictly enforced and adhered to.
- b) 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 the pits that are indoors. The RMT Race Director has the right to ban or require any one or all traction compound. Any ban or requirement must be disclosed on race entry forms and in all advertising including internet postings and website announcements.
- c) 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.
- d) Two (2) five gallon buckets of sand are required at the pit entrance and pit exit of all electric events as well as several five gallon buckets of sand in the racer working pit areas at electric events.
- e) ROAR's position and recommendation with respect to the use of tobacco products at National events is contained in the ROAR rule book

18) Eligibility

- a) Except as provided below, National events are open to all ROAR members. See ROAR rule book for clarification.
- b) Junior, Masters, Provisional and Demonstration classes may be included as a deviation request by the host and approval from the Executive Committee. Age definitions for juniors and masters classes are defined in the ROAR rule book.
- c) In selecting additional classes to the required classes, local preferences should be considered.
- d) *This section was removed. Refer to 2010 Guidelines regarding sportsman stock sponsorship limitations, section 13, item 1.*

APPENDIX

1.1. Off Road Electric (combined events with limited entry count)

1.1.1. Stock classes 17.5 brushless motor or higher

(Note: Brushed motor has been removed for use in Stock classes at ROAR Nationals.)

1.1.2. Super Stock classes 13.5 or higher

1.1.3. Required classes are in bold as they are IFMAR classes. The other classes listed are highly recommended.

Stock buggy

Stock truck

Super Stock buggy

Super Stock truck

Super Stock 4wd

Modified buggy

Modified truck

Modified 4wd

1.1.4. Stated products will be announced for this event by the host on the entry flyer.

1.2. On Road Electric (Paved and Carpet are separated events)

1.2.1. Stock classes 17.5 brushless motor or higher

(Note: Brushed motor has been removed for use in Stock classes at ROAR Nationals.)

1.2.2. Super Stock classes 13.5 or higher

1.2.3. Required classes are in bold as they are IFMAR classes. The other classes listed are highly recommended.

1/12th Stock

1/12th Super Stock

1/12th Modified

1/10th Stock

1/10th Super Stock

1/10th Modified

1.2.4 Stated products will be announced for this event by the host on the entry flyer.

1.3. Off Road Fuel Buggy (combined events with limited entry count)

1.3.1. Required classes are in bold as they are IFMAR classes. The other classes listed are highly recommended.

1/8th Buggy

1/8th Truck

1.4. On Road Fuel (combined events with limited entry count)

1.4.1 Required classes are in bold as they are IFMAR classes. The other classes listed are highly recommended.

1/8th 4wd Open

1/10th .12 4wd TC (IFMAR 200mm)