

National Guidelines for Race Management Team Events

Revised 8-19-2019



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 that reflects 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 through the use of a Race Management Team (RMT) supplied by ROAR. The RMT is contracted by ROAR and consists 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 to support the RMT whenever possible.

These Guidelines are intended to help 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 at compdir@roarracing.com or president@roarracing.com.
- Refer administrative questions to the ROAR Administrator (administrator@roarracing.com)
- **ROAR Membership:** Full year ROAR membership that is current through the last day of the event is required for all National event participation. ROAR membership will be verified prior to entry acceptance through the ROAR Administrator.
- The Host will receive electronically a "Host Agreement for ROAR Nationals" that must be completed prior to receipt of any host fees from ROAR. This agreement will outline host and ROAR responsibilities.

1. Nationals Venue Bid and Selection Process

1.1. The bid process followed each year to select National sites is as follows:

- 1.1.1. 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
- 1.1.2. 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.
- 1.1.3. It is strongly recommended a bidding host have prior experience in holding ROAR sanctioned events as outlined in the ROAR rule book. Tracks with recent prior ROAR sanctioned event experience will be considered with greater weight than a bid from a track with little to no sanctioned event experience. Tracks with permanent facilities will also generally be given

National Guidelines for Race Management Team Events



Revised 8-19-2019

- preference over those with temporary facilities.
- 1.1.4. Bids are submitted to the ROAR Executive Committee (preferably via the Competition Director), only electronic bids are accepted, on or before July 31st or as announced on the ROAR Website. (future bids are always welcome)
 - 1.1.5. 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 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.

1.2. Venue Selection and Notification:

- 1.2.1. The Competition Director shall contact the selected venue contact person and will re-verify the club or tracks ROAR Track Affiliation Status.
- 1.2.2. The Competition Director will coordinate the event's dates, race flyers and potential rule deviations.
- 1.2.3. When event dates are selected, the host will need to electronically contact the Competition Director that these guidelines are fully understood and accepted.
- 1.2.4. The Competition Director will electronically send to the host a Host Agreement which must be signed and returned to the ROAR Administrator prior to receiving the first host fee installment.
- 1.2.5. If the event is a controlled product event, the host will also include recommendations of product to state on the race flyer and advertising media.

2. ROAR Rules Utilization

- 2.1. The RMT has the responsibility to control the race program and the event. ROAR rules are very comprehensive and give the RMT the structure for decision making. It is the RMT's responsibility to have current knowledge of ROAR rules for national level events. The Host should also review all ROAR rules and guidelines and refer any questions to the ROAR President or ROAR Competition Director for interpretation of the ROAR rules.
- 2.2. The RMT will have 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.

National Guidelines for Race Management Team Events

Revised 8-19-2019



- 2.3. 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.
- 2.4. Deviation requests should have been presented in the original bidding document prior to venue site selection.
- 2.5. 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.
- 2.6. Deviations requested after the event has been awarded will be accepted and reviewed on a minimal basis with no guarantee of approval.
- 2.7. Local track or club procedures and/or rules that conflict with ROAR rules are not allowed.
- 2.8. 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

- 3.1. All entry fees and entry forms or online entry registration information will be sent to and collected by the ROAR Administrator.
- 3.2. ROAR will furnish the trophy awards for the event.
- 3.3. ROAR will agree to the following host payment fees:
 - 3.3.1. The Host will receive \$1,500 as a guaranteed fee from ROAR for hosting the event to be paid as follows:
 - 3.3.1.1. \$500 ninety days prior to the event with verification of receipt of Host Agreement
 - 3.3.1.2. \$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.
 - 3.3.2. The Host will receive an additional \$1000 within 10 days of the event completion if paid entries exceed 125.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 3.3.2.1. 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.
- 3.3.3. The Host will receive an additional \$30.00 for each entry exceeding a paid entry count of 190 within 10 days of the event completion and upon return of equipment and materials shipped to proper ownership. ROAR will provide shipping billing information to the host.
- 3.4. 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.
- 3.5. The Host retains all other monies received including but not limited to:
 - 3.5.1. Sponsorship funds
 - 3.5.2. Table rental fees
 - 3.5.3. Any working area / pit space fees
 - 3.5.4. Concessions
 - 3.5.5. Required t-shirts or other race memento sales
 - 3.5.6. Profit from controlled product requirements

4. Promotion

- 4.1. 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.
- 4.2. Race flyers and entry forms for National events will be prepared by the Competition Director, in conjunction with the ROAR executive committee and track owner. Once approved, it will be posted on the ROAR website and electronically sent to media sources. **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.**
- 4.3. 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 category of the event).
- 4.4. All race flyers and promotional materials must be submitted for 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 event associated items (T-shirts and other mementos) sold or given away at the event by the Host.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 4.5. The race flyer must contain at least but not limited to the following information:
 - 4.5.1. The ROAR logo and event name
 - 4.5.2. The ROAR sanction number provided by the ROAR Sanctioning Director
 - 4.5.3. The event dates and overall schedule. The statement "CURRENT ROAR MEMBERSHIP THROUGH THE DATES OF THE EVENT IS REQUIRED PRIOR TO ENTRANTS ACCEPTANCE TO THIS EVENT"
 - 4.5.4. Information regarding table and/or working area pit space rentals, fees involved and/or host contact information
 - 4.5.5. Brief details regarding hotel/motel accommodation
 - 4.5.6. Physical address of the track and/or location for shipped materials to be sent
 - 4.5.7. Registration Deadline of 10 days 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.
 - 4.5.8. Statement "NO REFUND OF ENTRY FEES AFTER REGISTRATION DEADLINE"
 - 4.5.9. Notice of any approved deviations from the ROAR rules.
 - 4.5.10. Statement regarding mandatory use of personal transponders compatible with MyLaps RC 4 scoring system at ROAR national. Racer is responsible for transponder compatibility.
 - 4.5.11. Statement of racer will abide by the Race Director or ROAR officials' decisions and the ROAR rules.
- 4.6. 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.
- 4.7. One banner will be provided to the RMT and will travel with the computer equipment
- 4.8. All media and broadcast rights are the exclusive property of ROAR and said rights may only be assigned only by ROAR.

5. Facilities

5.1. Administrative

- 5.1.1. The facility must provide the RMT Scorekeeper a printer and all necessary connections.
- 5.1.2. 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.
- 5.1.3. The facility is required to have 20meg upload internet access available and any required login information should be provided to the RMT in advance via email or telephone to the RMT Director.

National Guidelines for Race Management Team Events

Revised 8-19-2019



5.2. Track

- 5.2.1. 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.
- 5.2.2. The track host will submit the proposed track layout to the Competition Director.

5.3. Pit areas

- 5.3.1. 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.)
- 5.3.2. 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.

5.4. Radio Frequencies and Impound and Radio Usage Areas

- 5.4.1. The Host must provide an area for safe and secure impound for racers transmitters, if required.
- 5.4.2. The Host must provide an area very near the technical inspection area where participants may use radios for adjustment of vehicles.
- 5.4.3. Only FCC legal radio frequencies can be used. Radio impound is at the discretion of the RMT.
- 5.4.4. 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.

6. Safety

- 6.1. 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.
- 6.2. The safety requirements outlined in the ROAR rule book must be adhered to for the duration of the event.
- 6.3. For the benefit of spectators, bleachers should be provided

National Guidelines for Race Management Team Events

Revised 8-19-2019



7. Public Address

- 7.1. 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.
- 7.2. A separate microphone should be able to address drivers on the drivers stand without going over the normal PA system.

8. Technical Inspection

- 8.1. 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.
- 8.2. The Host will provide a minimum of two (2) knowledgeable technical personnel to support the RMT Staff for the first day of practice until the last main event has been run. ROAR will assess penalty payments towards the host for each person not provided at the time of final payment.
- 8.3. Adequate space out of the weather must be available for technical inspection to run smoothly.
- 8.4. Technical inspection equipment will be provided by ROAR
 - 8.4.1. 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.
- 8.5. The RMT Tech Director will establish the engine and motor tech procedures and instruct the staffing provided by the host track.
- 8.6. Fuel tank volumes may be verified randomly as long as all tanks are eventually checked.
- 8.7. Controlled Product:
 - 8.7.1. The Racer is responsible for using the controlled product stated on the entry flyer and / or on the ROAR website. Drivers are allowed to register a predetermined amount of the controlled product per class with the technical inspector depending on the event.
 - 8.7.2. It is recommended that host have the technical area ready for logging of controlled product to driver number a day prior to arrival of RMT Technical Director in order to speed up the process at events with a high projection of attendance.
 - 8.7.3. Stator sleeves of controlled motors will be permanently serial numbered by the RMT Technical Inspector for each driver. Each brushless motor will have its stator resistance checked. The serial numbers will be logged to that particular driver's ID number on appropriate log sheet that will be used later for technical inspection.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 8.7.4. When controlled tires are specified, drivers will present unopened packages of the control tires for the event to the ROAR RMT Technical staff prior to the start of qualifying. Typically, 3 sets of tires will be allowed for each entry unless otherwise specified on the event flyer or the event rules.
- 8.7.5. 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.
- 8.7.6. 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.
- 8.7.7. The ROAR rule book covers the use of approved equipment as well as additional rules governing controlled or handout product use. The quantities and procedures for registering and marking products will be the same as the policies in the ROAR rule book.
- 8.7.8. 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.
- 8.7.9. It is recommended the Host provide 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.

9. Officials

- 9.1. ROAR will contract with the Nationals RMT Director to provide a Race Director, Technical Director, Announcer and Scorekeeper. ROAR may combine two of these positions together in projected small attended events.
- 9.2. 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 referees to assist the Race Director.
- 9.3. 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.
- 9.4. All RMT officials are prevented from competing or participate in any way, including hot pit duties.
- 9.5. The authorities and responsibilities of the officials are contained in the ROAR rule book.

National Guidelines for Race Management Team Events

Revised 8-19-2019



- 9.6. The Host must provide ROAR legal beverages/refreshments to the officials.
- 9.7. The Race Director and Technical Director can make immediate official judgments or penalties.
- 9.8. The Scorekeeper and Announcer may only make judgments within their area of responsibility.

10. Protest Committee:

- 10.1. 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.
- 10.2. 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.
- 10.3. The members of the protest committee must be announced at the first drivers meeting
- 10.4. All protests will be handled according to the rules stated in the ROAR rule book, which should be familiar to all RMT staff.
- 10.5. 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

- 11.1. The Nationals Race Entry will be done online for the event found on the ROAR website and a link provided to the registration server.
- 11.2. Fees for all classes of events, for nationals will be \$120 for the first entry and \$95 each additional.
- 11.3. For all classes, a late fee of \$20 applies to all entries received or otherwise considered late, (past the registration deadline).
- 11.4. 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.
- 11.5. Refunds are not applicable after 10 days prior to the first day of the event
- 11.6. Refunds must be given to any entrant requesting one before 10 days prior to the first day of the event, less \$15.00 maximum cancellation fee.
- 11.7. 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.
- 11.8. All trackside entry participants must have proof of current ROAR membership to provide to Race Director.

National Guidelines for Race Management Team Events

Revised 8-19-2019



12. Race Entry limitations

- 12.1. At any single Level 5 event, a driver entering the modified class may only enter in same skill-based class depending on the event. If allowed at the event the driver may only race one level down from their highest level of entry. For example: a driver entering a 21.5 class may not also enter modified class. They may enter 17.5 and modified or 21.5 and 17.5.
- 12.2. 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.
- 12.3. 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 the "slowest" spec motor class offered at a National.

13. Entry to National Events: Limits and Procedures

- 13.1. 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.
- 13.2. 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.
- 13.3. 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.)
 - 13.3.1. Electric On Road- 25 qualifying heats-10 car maximum per heat
 - 13.3.2. Electric Off Road- 30 qualifying heats-10 car maximum per heat
 - 13.3.3. Fuel Off Road- 20 qualifying heats- equal split of two vehicle types
 - 13.3.4. Fuel On Road- 20 qualifying heats-equal split of two vehicle types
- 13.4. 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 issue invitations for early entry approximately one week in advance of the opening of online registration to those racers who have finished in the A Main of IFMAR eligible classes whenever possible. 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.
- 13.5. Payment for ROAR Nationals will be 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.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 13.6. 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.
- 13.7. The ROAR Competition Director will provide as soon as possible a tentative race schedule for publication on the website. This schedule is tentative and changes may occur depending on entry, weather, host or other situations.
- 13.8. Entrants are subject to a maximum of three classes per event as stated in the ROAR rulebook, when applicable.
- 13.9. 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.
- 13.10. ROAR has the option to open registration on a first-come-first-serve basis for demonstration classes after the registration deadline date. If the specified entry limit has not been met for demonstration classes 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. If the host chooses to award trophies for a demonstration class, these awards are their responsibility.
- 13.11. 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.

14. RACE PROGRAM:

14.1. Race Formats:

- 14.1.1. **Electric Classes:** Four rounds of qualifying conducted over a two-day period with the main events to conduct on the third day.
 - 14.1.1.1. Re-sorts to be done after two rounds of qualifying. Additional resorts to be determined by the Race Director if necessary.
 - 14.1.1.2. AAA mains will be run in all classes with three full heats of racers
- 14.1.2. **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
 - 14.1.2.1. 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.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 14.1.2.2. Re-sorts to be done after two rounds of qualifying.
- 14.1.2.3. Ladder main systems will be used in fuel classes 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.
- 14.1.2.4. 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.
 - 14.1.2.4.1. TQ will go directly to the Finals. The remaining 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.
 - 14.1.2.4.2. 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.
- 14.1.2.5. 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.
- 14.1.2.6. All aspects of any fuel on-road or off-road event may be changed at the discretion of the ROAR Race Director.

14.2. **Qualifying Heat Set Up:**

- 14.2.1. Qualifiers will be arranged from seeding rounds.
- 14.2.2. 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.

14.3. **Qualifying:**

- 14.3.1. All qualifying will use IFMAR starts.
 - 14.3.1.1. RMT and the Executive Committee will the number of drivers allowed in any one qualifier based on track size and facility accommodations.
- 14.3.2. 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.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 14.3.3. The re-sort must be based on each driver's single best Qual Point s round with ties broken by best laps/time from any round. All scoring systems used at the Nationals must have tested re-sorting capabilities.

14.4. Scheduling:

- 14.4.1. 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.
- 14.4.2. 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.

14.5. Weather Disruptions:

- 14.5.1. 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.
- 14.5.2. 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.
- 14.5.3. 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.
- 14.5.4. 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.

14.6. Track Maintenance and Scheduled Practice:

- 14.6.1. 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
- 14.6.2. 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

National Guidelines for Race Management Team Events



Revised 8-19-2019

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:

- 14.6.2.1. 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.
- 14.6.2.2. Additional practice times during the event are at the sole discretion of the RMT Race Director and ROAR official, if present.
- 14.6.2.3. 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.
- 14.6.3. One day of controlled practice is scheduled for the day prior to the first day of qualifying/seeding. The schedule for practice, ie: heats, open, timed, etc., will be determined by the RMT Race Director.
- 14.6.4. Controlled practice should be in intervals similar to that used in qualifying the following day whenever possible.
- 14.6.5. 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

14.7. Drivers Meetings:

- 14.7.1. 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.
- 14.7.2. 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.
- 14.7.3. 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.
 - 14.7.3.1. 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.
- 14.7.4. The meeting will be controlled by the RMT and any changes in track procedures, rules and/or approved rule deviations must be stated. Final

National Guidelines for Race Management Team Events



Revised 8-19-2019

procedure changes and/or rule deviations announced in the drivers meeting are valid for the remaining duration of that event.

- 14.7.5. All drivers should be informed of the location of posted results sheets, officials and other pertinent information.
- 14.7.6. Procedures in case of possible weather disruption should be explained for outdoor events.

14.8. Scoring:

- 14.8.1. 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 $\frac{1}{4}$ lap of the pit lane exit.
- 14.8.2. ROAR will ship the scoring and timing equipment to the host address listed on the website or other address as informed by the host track. The host is required to provide for the safety of the equipment and release the equipment to the RMT Scorekeeper once arrived.
- 14.8.3. The RMT will furnish a complete scoring system to include AMB decoder box, computer and software. The host shall provide to the RMT the use of their AMCRc for use in the primary scoring system.
- 14.8.4. The use of Personal Transponders compatible with MyLaps RC4 scoring equipment is required at ROAR Nationals..
- 14.8.5. ROAR will provide vehicle numbers. 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.
- 14.8.6. Numbers are essential vehicle identification for the officials to assure fairness as well as for scorekeeping, should the racers' transponder fail to operate.
- 14.8.7. 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.
- 14.8.8. Adequate space must be provided for officials to be in the scoring booth at any time.
- 14.8.9. 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
 - 14.8.9.1. Results will be time stamped by the RMT staff and protests may occur within 15 minutes of the time stamp.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 14.8.10. The finish line must be clearly marked on the racing surface by a line across the entire racing lane.
- 14.8.11. 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.
- 14.8.12. 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.

14.9. Mains:

14.9.1. There will be a minimum of 10 drivers in all A mains or A Finals.

14.9.2. AAA main system:

14.9.2.1. 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.

14.9.2.2. AAA main results will be decided by a point system based on 1 point for the winner of each separate main on down to 10 points for the tenth placed finisher. A driver winning the first two mains must sit out the third

14.9.2.3. 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.

14.9.3. Bump Up System:

14.9.3.1. Ladder Main System:

14.9.3.1.1. 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 final will be established through bump ups from both sides of the semifinal ladder.

14.9.3.1.2. 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.

14.9.3.1.3. The use of bump ups is used in all fuel classes and not required in electric classes

14.9.3.1.4. All entrants are divided into two categories based on their qualifying positions, either even or odd numbered.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 14.9.3.1.5. The remaining entrants are divided into two 'ladders', Even-numbered and Odd numbered, based on their respective qualifying position
- 14.9.3.1.6. Even numbered main event winners advance to the next even-numbered main and odd numbered follow suit
- 14.9.3.1.7. Even numbered mains alternate with odd numbered to allow more time for the winners to prepare for their next main
- 14.9.3.1.8. The last mains may be combined depending on the number of entrants
- 14.9.3.2. 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.
- 14.9.3.3. 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.
- 14.9.3.4. 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.
- 14.9.3.5. 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.

14.10. Starting Grids:

- 14.10.1. The starting grid for mains in electric classes will be a staggered grid. The grid should be in a staggered pattern with 2 or 3 vehicles per row, and 3 to 4.5 feet between vehicles from front to rear. For 1/8 Off Road the distance should be 7 to 8 feet between vehicles.
- 14.10.2. The starting grid for mains in fuel classes will be a "LeMans" style grid. Vehicles should be lined up diagonally, at least ten (10) feet apart, on the longest straight by qualifying time, fastest qualifier at the front.
- 14.10.3. 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.

National Guidelines for Race Management Team Events

Revised 8-19-2019



15. Awards

- 15.1. ROAR is responsible for obtaining race awards with the exception of provisional/demonstration classes.
- 15.2. The host will be responsible for receipt of shipment of the awards and should notify ROAR of a reliable shipping address.
- 15.3. No cash prizes may be given as an award or contingency award.
- 15.4. The ROAR logo must appear on all awards and if other logos also appear, then the ROAR logo must be the dominant one.
- 15.5. 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.
- 15.6. Awards other than A main awards will be given to drivers immediately after their race has been completed and turn marshal 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.
- 15.7. 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

- 16.1. 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.
- 16.2. 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.
- 16.3. 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

- 17.1. 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.

National Guidelines for Race Management Team Events



Revised 8-19-2019

- 17.2. 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.
- 17.3. 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.
- 17.4. 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.
- 17.5. All ROAR tracks and clubs should provide adequate smoking and chewing facilities to separate the use of tobacco products from those with children or those wishing to not be confronted by tobacco smoke and waste.

18. Eligibility

- 18.1. Except as provided below, National events are open to all ROAR members. See ROAR rule book for clarification.
- 18.2. 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.
- 18.3. 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 the "slowest" spec motor class offered at a National.
- 18.4. In selecting additional classes to the required classes, local preferences should be considered.

National Guidelines for Race Management Team Events

Revised 8-19-2019



APPENDIX

1. **Off Road Electric** (combined events with limited entry count)
 - 1.1. Racers will be given a choice of spec and modified. Some events may have more than one spec wind class.
 - 1.2. Required classes are in bold as they are IFMAR classes. The other classes listed are recommended. Depending on the track size and configuration, the specific wind of the spec motor may change.
 - 17.5 2WD buggy
 - 13.5 2WD buggy
 - Modified 2WD buggy**
 - 13.5 4WD buggy
 - Modified 4WD buggy**
 - 17.5 2WD truck
 - Modified truck
 - 17.5 2WD short course truck
 - 1.3. Controlled products will be announced for these events by the host on the entry flyer.
2. **On Road Electric** (Paved and Carpet are separated events)
 - 2.1. Racers will be given a choice of spec and modified. Some events may have more than one spec wind class.
 - 2.2. Required classes are in bold as they are IFMAR classes. The other classes listed are highly recommended. Depending on the track size and configuration, the specific wind of the spec motor may change.
 - 17.5 1/12th scale
 - 13.5 1/12th scale
 - Modified 1/12th**
 - Modified 1/10th**
 - 21.5 1/10th
 - 147.5 1/10th
 - 2.3. Controlled products will be announced for these events by the host on the entry flyer.
3. **Off Road Fuel Buggy** (combined events with limited entry count)
 - 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
4. **On Road Fuel** (combined events with limited entry count)
 - 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)**
 - 1/8th GT**