

RCORRSC RACE RULES:

Scale/Class	Race length: Qualifiers	Race length: Finals
1/10 Electric off-road	6 minutes	6 minutes (3 finals)
1/8 Fuel off-road	7 minutes	30 minutes
1/8 Electric Off-road	7 minutes	7 minutes (3 Finals)

3 classes

08:00-10:00 – all classes 4 qualifers x 3 classes (35 minutes each round – GP 10 minute Quals)

10:00-10:15 Nitro Qual 5 (10 minutes)

10:15-10:45 – Electric Finals 1 (both classes – 2 races)

10:45-11:00 Nitro Qual 6 (10 minutes)

11:00 Lunch

11:30 Electric finals 2

11:50 Nitro Finals (30 minutes)

12:30 -13:00 Electric Finals 3

4 Classes

08:00-10:00 all classes 3 qualifers (40 minutes each round 7 min GP qual)

10:10-10:30 Nitro Qual 4 (10 min)

10:30-11:15 EP Finals 1 (3 classes)

11:15 Lunch

11:45-12:30 EP finals 2 (3 classes)

12:30-13:10 GP finals (30 min)

13:10-13:40 EP Finals 3 (3 classes)

- ROAR/IFMAR Qualifying points for finals
- Finals are Grid for EP and Staggered Pit for GP (GP can be grid if we have enough pit crews)
- Finals points as per ROAR- especially if you win first two you don't start 3rd (or maybe start from last and no chance of points?)
- Championship points as per last year - all nominated drivers receive points, this year non-finals starters or DNF's receive 2 levels less than last finisher. For example 10 nominate, 7 finish finals, driver 8,9 and 10 get 9th points.

CHAMPIONSHIP POINTS

1st	50	8th	30
2nd	46	9th	28
3rd	43	10th	26
4th	40	11th	24
5th	37	12th	23
6th	34	13th	22
7th	32	14th	21

Based on ROAR Rules:

Lengths (from ROAR 5.1.4)

Scale/Class	Race length: Qualifiers	Race length: A Mains	Race Length: Other Mains
1/10 Electric off-road	6 minutes	6 minutes (see Note)	6 minutes
1/10 Fuel Off-road	5-10 minutes	45 - 60 minutes	15 – 30 minutes
1/8 Fuel off-road	5-10 minutes	30 - 60 minutes	15 – 30 minutes
1/8 Fuel Truck	5-10 minutes	30 - 45 minutes	15 - 30 minutes
1/8 Electric Off-road	5-10 minutes	5 - 20 minutes	5 - 10 minutes

Note: See Rules for details of the triple A-Main system used for these classes.

12.3.6 ROAR Qual-Points System:

12.3.6.1 Under this system, the Top Qualifier in each round gets zero points, second gets two points, third gets three points, etc., increasing by one point per position.

12.3.6.2 The final Qualifying order will be determined by the sum of each driver's best two rounds' points.

12.3.6.3 First level ties will be broken by the sum of the laps/time results of the tied drivers' best two points' rounds. Thereafter if ties still exist, these will be broken by the best single laps/time result for each driver, regardless of the round in which it was recorded.

12.3.6.4 In cases where only two rounds of Qualifying could be completed, the final Qualifying order is based on the single best points, with points from the second best round being used as the first level tie breaker, and the total laps/time for the two rounds being used as the second level tie breaker.

12.3.7 Main Events:

12.3.7.1 There will be a minimum of 10 drivers in the A Mains.

12.3.7.2 Except for Oval racing, a triple A Main system will be used for all electric classes, including juniors and Masters Classes, if offered. A single Main event will be used for all lower Mains, as well as for the A Mains of Oval events.

12.3.7.3 The final results of a triple A-Main event will be decided by a point system based on ten (10) points for the winner of each individual Main on down to one (1) point for the tenth placed finisher in each individual Main. The total of each driver's best two (2) out of three (3) Mains points will count. The tiebreaker will be the total laps and times of the best two (2) Mains which were counted.

12.3.7.4 A driver who wins the first two mains of a triple A Main event must sit out of the third Main.

12.3.7.5 Any deviation from this format must be approved by the ROAR Executive Committee in advance.

12.3.8 The finishing order of the race will be determined by the order in which the cars reach the finish line. This will take precedence in the event there is a conflict with the results reported by the computer. The fact that a vehicle crosses the finish line outside the limits of the racing line will not be cause for a penalty unless it results in an advantage over another vehicle. A Race Official is required to observe and record the order of the finish of all A-Mains.

12.3.9 If a race is interrupted by weather before it reaches the halfway point then the cars are returned to the entrants and the race is restarted in qualifying order, one second apart, from the pits when weather permits. If the interruption is after the halfway point then the race is considered complete and the results will be based on the last completed lap for each driver at that time.