



Rule Book

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Introduction

Welcome to SARCAR, Saskatoon Association of Radio Control Auto Racers. We are a nonprofit organization with the objective of racing radio control (RC) vehicles both indoors and outdoors in a friendly family environment.

This booklet is the Official Rule Book of our club. These rules must be followed to be a member or participant in our races for each of our club races and any other events hosted by our club.

Definitions

“club” means SARCAR;

“marshal” means a driver, or any person substituting on behalf of the driver, participating in any SARCAR event that must correct RC vehicles during a race.
Other terms: Turn Marshal, Corner Marshal;

“participant” means any person involved in any SARCAR event as an official, driver, crew or worker;

words importing the masculine gender shall include the feminine, and words importing the singular shall include the plural and vice versa.

Disclaimer

No person attending a SARCAR event will have any claim for damages, expenses, lawsuits, or otherwise against a promoter, track operator, SARCAR, its officials, officers, directors, agents, or volunteers, resulting from any damage to any car, personal injury, or monetary loss of any kind whatsoever. All participants waive any claim they may have against a promoter, track operator, officers, directors, or SARCAR, when they participate in any event being run under these rules.

Officials

The race officials will be selected from the club membership on a scheduled rotational basis. The duties of each race official are as follows:

Race director: Is the 'ultimate authority' regarding the operation of the race event. If required, he may delegate any of his responsibilities to any other member of the club. The race director will ensure:

- a. all drivers are registered and all fees are collected.
- b. the track is set up on time.
- c. the computer is setup and entries correct.
- d. announces and prints race results.
- e. all the rules are applied fairly
- f. all posted heats are timely

Race Assistant: The race director may appoint a club member to assist him in his duties.

Registrar: A member to collect and organize the information of each driver including the collection of race fees. For each club event, the registrar will provide to a club director, preferably the treasurer, all race fees collected and the prescribed payment form showing total fees collected and all members who paid.

Track Coordinator: A member to organize the preparation of the race track. The track coordinator may engage the assistance of as many drivers as needed to build and tear down the track. The track coordinator will:

- a. Select the track layout.
- b. Oversee the construction and tear down of the track.

Technical Inspector: A member who inspects the RC cars participating in a SARCAR event to ensure each vehicle meets the technical specifications of each class as per this rule book. This officer, if necessary, may not be a member.

Race Marshal: A person to watch the racing for driver conduct and inform the race director for any possible penalties or black flags.

Race Fees

The race fees for each club event are as follows:

	Adult	Youth(17 and under)	Family
Members Per Race Fee	\$15.00	\$10.00	\$20.00
Member Practice Fee	Free ¹	Free ¹	Free ¹
Nonmember Per Race Fee	\$20.00	\$15.00	
Nonmember Practice Fee	\$ 5.00	\$ 5.00	\$ 10.00

Any new nonmember drivers receive their first race free.

¹ Included with race fee. If no race fee paid for week, fee is \$5.00. The week is Saturday to Friday.

General Rules

All General rules and procedures in this book apply to all classes. Specific class rules will supersede the general rules where necessary.

Drivers are required to complete a registration form before their first race, listing type of vehicle/class, frequencies, and racer information. All fees must be paid at that time.

All new members must register in either the Micro or the Sportsman class only to have their skills evaluated. At the discretion of the race director racers may be asked to move up into the other classes. Members from other clubs can sign up to their appropriate class without registering in Sportsman.

Allowed car batteries depend on the class as follows:

- Touring Car and Sportsman: 'Sub C' NiMH or NiCD with no capacity limit, or alternately ROAR approved lipos subject to the restrictions detailed below
- 12th Scale: 'Sub C' NiMH or NiCD with no capacity limit, or alternately 1s ROAR approved lipos subject to the restrictions details below
- World GT: 'Sub C' NiMH or NiCD with no capacity limit
- Micro: 'Sub C' NiMH or NiCd, or any lithium-polymer

Lipo restrictions:

- (a) Fire extinguisher to be purchased and made present at races if one isn't already present
- (b) Minimum car weight rules to be enforced
- (c) Battery to be charged in a lipo sack that has met ROAR's sack requirements
- (d) Max battery temperature during race staging to be 110 degrees F
- (e) Max charge rate is 1C

No hazardous or harmful material may be protruding anywhere off of any racecar.

No smoking is permitted around the race track area or within the indoor facilities.

At any event where track construction is required, it is the duty of all competitors to participate in the track assembly and disassembly.

The club uses the AMBrc lap counting system with transponders. Please ensure that they are mounted in a suitable location where they will be shielded from impacts or crushing. The windshield of the body is typically a safe location with the transponder inside the body. At the end of each heat, transponders must be removed by the driver and returned to the transponder charging rack. Please treat the transponders with care as they are expensive to repair and even more expensive to replace.

Personal transponders are encouraged.

All classes will qualify using the IFMAR qualifying method (staggered start) unless otherwise stated. For all classes, the mains will be a heads up start on the tone.

The length of qualifiers and mains will be 6 minutes with an announced length of time between races to clear the track and have the next race ready on the line. (That length of time is typically 2 to 4 minutes).

By request of members the club will hold a test and tune night to teach drivers how to adjust settings on their vehicles and what affect these settings have. It may also include how to drive sessions.

Race director has authority on allowance of any new technology or rulings not within this rule book that may give unfair advantage.

At each race event, each racer may register in up to three classes. However, the Race Director may impose a two-class limit at his discretion, on a case-by-case basis.

There are no minimum weight limits or minimum ride height limits., unless otherwise stated in class rules.

Brushless motors are only eligible where explicitly allowed in this rule book.

Racing Season

For the outdoor asphalt racing:

- (a) Tire choice is open to racer.
- (b) Tire warmers allowed in Stock and Super Stock/Open.
- (c) The track may be coated with sugar water for traction.
- (d) The season will run from May through the end of September.
- (e) Drivers will supply their own pit tables and power source.

For the indoor carpet racing:

- (a) No motor sprays of any kind at the track.
- (b) The carpet season is expected to run weekly from October through to end of April of each year.
- (c) The track shall be a carpet track.
- (d) The layout will change monthly. Racing will be clockwise the first 2 weeks, and counterclockwise the last 2 weeks.
- (e) Preferred tires are rubber.
- (f) Only odorless tire traction compound is to be used i.e. Jack the Gripper and Niftech.
- (g) Shoes must be clean and non marking (may want to bring a change in shoes for winter.)
- (h) All tables must be covered when in use, to protect the surface.

Points Series

Club races will have a weekly point system for each series within each season (carpet, asphalt and offroad). Each series will be run with no more than eight races. Only the best 50% plus 1 races will be counted for the series points total. For example, if there are eight races in the series only the driver's best 5 races will count. In the event of a tie, total cumulative laps, then total cumulative time will be used from the racer's best races.

The points will be awarded as follows:

- (1) Fastest lap in main: 1 point
- (2) Top Qualifier (TQ): 2 points
- (3) Main finishes: 1st 50 points, 2nd 47 points, 3rd 45 points, 4th 44 points
with one point deduction for each of the remaining places.

The points will be tracked and posted on our website along with the main results. An overall, season point champion will be determined by adding all best of 5 series points.

Classes

A minimum of 3 entries must be registered for a class to be run at any SARCAR event.

If required, each of the approved racing classes will select a class representative who will formally be approved by the directors. The class representatives will work with the directors on general issues of each of the classes.

The following are the racing classes of the club:

- A. Touring Car Stock
 - a. Stock motors:
 - Brushed: 27 Turn, with locked endbell, bushings, tagged armature
 - Brushless: 17.5 turn
 - b. No reverse allowed.
 - c. Jaco Blue rubber tire only.
 - d. Weight minimum is 1508g

- B. Touring Car Super Stock
 - a. Super Stock Motors:
 - Brushed: 19 Turn, with locked endbell and tagged armature.
 - Brushless: 13.5 Turn ROAR approved
 - b. No reverse allowed.
 - c. Open tire
 - d. Weight minimum: 1508g with rubber tires, 1418g with foam tires.

- C. World GT
 - a. Super Stock motors:
 - Brushed: 19 Turn, locked endbell, and tagged armature
 - Brushless: 13.5 Turn, ROAR approved
 - b. No reverse allowed.
 - c. Lilac World GT spec tires only
 - d. Max width 200mm
 - e. 4 cell NiMh only
 - f. Min weight: 1106g

- D. 12th Scale Stock
 - a. Stock motors, brushed
 - b. Brushed: 27 Turn, locked endbell, bushings, tagged armature
 - Brushless: 17.5 turn
 - c. No reverse allowed.
 - d. Battery: 4 cell NiMh or 1S Lipo
 - e. Weight minimum is per ROAR rules

- E. Sportsman
 - a. Stock (as defined in the Touring Car Stock class) or RTR motors only.
 - b. Reverse is allowed, but use caution.
 - c. May include any RC electric vehicle. However, if racer is moved up, must move into appropriate class. i.e. Touring Cars, Electric Truck, etc.
 - d. No motor coolers.
 - e. Any members showing they are consistently within 85% of the laps of

those in the stock class will be moved up into that stock class

F. Slash

- a. Chassis shall be Traxxas Slash only as supplied in kit, no modifications of any kind allowed.
- b. No upgrades allowed, except:
 1. Radio upgrades are allowed, this means transmitter and receiver only.
 2. Traxxas aluminum shock caps
- c. Only Traxxas replacement parts.
- d. Body can be any body made specifically for the slash by any manufacturer. Body must be Short Course truck style and must cover the wheels.
- e. Tires must be stock, no modifications
- f. Motor must be stock Titan 12T
- g. Speed controll must be stock XL-5
- h. Gearing will be set at 19T pinion and 86T spur (how kit supplied)
- i. Rear diff must be stock planetary. No ball diffs.
- j. Battery NiMh 6 cell or 2S Lipo (weight must equal NiMH weight), with a maximum 5000 mah
- k. No wings allowed. This also means no body mounted wings, fins or scoops
- l. Slash must be clean, no dirt or mud, including tires.
- m. 5 minute heats
- n. Extra carpet must be used in landing areas after jumps

G. GT

- a. Any 4wd TC chassis
- b. Tamiya Silver can only. (racers own)
- c. 6 cell or 2s lipo
- d. Any realistic body except NASCAR
- e. Open Rubber tire (run what you have)
- f. Min Weight: 1400g
- g. Min ride height: 5mm
- h. 6 minute qualifiers
- i. 8 minute mains
- j. Straight-up starts only, with random sorts for each heat. Non random sorts should shuffle starting order for each heat.

The club may or may not race all of the above classes or may create other classes depending on demand.

All racers entered into only one class will automatically be entered into the Practice class. The Practice class will run like a normal class, with 6 minute runs, but will not accrue Series Points.

Frequencies

Any changes in frequencies must be immediately reported to the race director.

During practice, a driver must have the appropriate frequency clip on his radio. Frequency clips must be returned to the frequency board immediately after the driver has completed his testing. This is to ensure other drivers have an opportunity to practice and test their cars as well.

In case of a frequency conflict, the driver with the highest amount of points, or highest qualified driver, has first choice.

There will be no radio impound. Any driver found to have his radio on in the pits will be subjected to the appropriate penalty as listed in the penalties section.

Drivers

Race Directors have the right to refuse any entry for valid reason. These reasons may include but not limited to safety of other drivers, safety of other cars, and safety of the track.

A Drivers meeting prior to each event is mandatory. Rules, procedures, and race formats will be discussed during this meeting. A one-lap penalty in the main may be assessed to any driver who does not attend the meeting.

Registered drivers are the only ones who are allowed to compete under that name. In other words, drivers cannot have stand in drivers for them for any reason.

All drivers are responsible for the actions of his pit crew or guests at all times. Consequences will be applied to the driver, for actions taken by any of their guests or crew members.

Drivers are not allowed to drive or operate their cars inside, or outside the racing area while races are being held to prevent frequency conflicts.

A person or another car may not push a car across the finish line. Cars must cross the finish line under their own power.

A driver's official time will be the total laps completed by his vehicle and the total time elapsed from the starting time until the vehicle crosses the finish line on the final lap. If the final lap is not completed, the driver will be credited with the number of full laps finished and the time for those laps.

Drivers will remain on the drivers stand throughout the heats and main. Drivers may only leave the drivers stand when race completed.

If a driver causes an incident that disables another competitor they will stop their car and wait until that competitor is marshaled and is in a position equal to that before the incident.

Drivers are required to participate as marshals. See marshalling section for details.

The driver is scored, and not the car. A driver must race the car teched and he used to qualify with. Drivers or cars may not be changed during qualifying or a main event.

Any driver that does not have complete control over their vehicle must immediately pull their car off the racing surface.

Any car that loses its body must pull off the track until a pit crew can secure the body back onto the car.

Drivers may communicate directly to a marshal to draw attention to a disabled vehicle. The communication must be polite. Any inappropriate communication will be given a warning on first offence and a penalty on additional offences per penalty section, if appropriate.

Drivers will not activate the car speed control while it is being marshaled. Nitro vehicles, if applicable, must apply full brake while being marshaled. If the wheels are turning or the engine revving it will not be marshaled.

Any driver who is demonstrating rough driving, unsportsmanship, or is hazardous to other cars and or people will be immediately black-flagged and may be disqualified from the event. Drivers must not interfere with the progress of any other driver. Interfering includes intentional blocking and contact causing another driver to lose track position. If this continues, the driver will be removed from the event.

Unruly or unsportsmanlike conduct will not be tolerated. Individuals who cause any disturbance may be disqualified and removed by the race director if he so sees fit.

Marshalling

Drivers must marshal for their designated race. Another qualified racer may substitute. *It is the driver's responsibility to find a substitute marshal and ensure the substitute knows who they are marshalling for.* The original marshal is responsible for the actions of the substitute.

Turn marshals must focus their attention on the area assigned and not be watching other parts of the race. No eating or drinking during marshalling.

Turn marshals are not permitted to repair cars, and must not abandon their post to get a car to a pitman for repairs. Marshals will take disabled vehicles to the closest outer edge of the racetrack as soon as possible. Vehicles still racing have priority over handling of disabled vehicles.

A car running on the track has the right-of-way over a car that has gone off the track, turned over, or otherwise had problems. Turn marshals will treat all corrective matters equally.

When marshaling a car, it should be returned to the point where it left the racing surface.

Care must be exercised not to interfere with on-coming cars. After marshalling a car on the inside of a track, squat down in an appropriate area and confirm that the

track is clear before returning to your marshal post. It is better to pause and check for oncoming traffic than to rush back and risk personal injury or damage to a car.

Only the designated marshals are permitted to handle cars on the racecourse during a race. No one else may enter the racecourse to repair or retrieve a car.

Cars may not be pushed across the finish line. Cars must cross the line under their own power.

Safety

All participants are required to wear closed toe shoes at all times at all SARCAR events.

Functioning portable UL approved 2-1/2 pound minimum, ABC rated dry chemical or halon fire extinguisher(s), must be available at all times.

First aid kits composed of individual packaged supplies must be available on the premises.

Conduct in the Pits

Competitors are directly responsible for the cleanliness of the area where they establish their pits.

Spills of any substance must be cleaned immediately.

Chairs and other equipment will be placed in such a way as to limit obstruction for other competitors to the pits.

The Race Director will determine compliance and will allocate pit space when space is limited.

Conduct of Participants

Participants shall conduct themselves according to the highest standards of behavior and sportsmanship with all other competitors, spectators and officials.

Penalties and Disqualification

Disqualification may be for a single class, the entire event, or the entire racing season depending on the level of deviation from the rules.

Any driver who is disqualified from an event is required to leave the racing facility immediately. There will be no refund of entry fees to a disqualified racer.

Any of the following actions by a driver or his pit crew will result in the disqualification from the entire racing season:

- (a) Assaulting another individual.

Any of the following actions by a driver or his pit crew will result in disqualification from the event:

- (a) Drinking alcoholic beverages, use of illegal substances, or showing evidence of being under the influence of an illegal substance in the race area or pit area. This includes all aspects of the racing program from open practice through the awards ceremonies.
- (b) Not reporting to the inspection area when asked to do so.
- (c) Operating a car near the track that endangers others, or while a race is going on.
- (d) Taking part in a protest demonstration at any time anywhere on the racing premises.
- (e) Entering restricted areas or event scoring areas without proper authorization.
- (f) Turning on a radio during a race with the purpose of harming another driver's race.
- (g) Profanity from anyone on the premises.

Any of the following actions by a driver or his pit crew will result in disqualification from that race if the race director so sees fit:

- (a) Using any parts that do not comply with the rules.
- (b) Subjecting a Race Official or corner marshal to improper language or other demeaning actions.
- (c) Using a non-assigned frequency.
- (d) Allowing another individual to substitute for a driver in a race.
- (e) Ignoring a black flag.
- (f) Deliberate abusive bumping, or blocking (rough driving) or intentional hacking.

A second offense of the same type may result in immediate disqualification from the event.

Race Officials must witness and bring to the attention of the driver before a penalty can be assessed.

Track infractions may or may not be announced during the race.

Any of the following actions by a driver or his pit crew may result in a penalty being assessed by the Race Director. The penalties listed here are the maximum allowable. In many cases (at the race director's discretion), the penalty assessed will be a stop and go penalty for the following:

- (a) Corner cutting: A ten second penalty in a qualifier, or a one-lap penalty in a main. If the driver stops in the area of the infraction and allows the car that was immediately behind him when the corner was cut to pass, no penalty is applicable.
- (b) Short-coursing: A one-lap penalty in a qualifier or a main for each incident. If the car is returned to the point where the infraction took place, no penalty is applicable.
- (c) Driving in reverse of the traffic: A one-lap penalty in that qualifier or main.
- (d) A radio on in the pits without permission: A minimum of a one-lap penalty from the best qualifier or the main may be assessed at Race Director's discretion.
- (e) Failure to turn marshal: A two lap penalty from the best qualifier or the main.

- (f) Hitting the throttle while his car is in the hands of a marshal: A one-lap penalty in that qualifier or main.
- (g) Improper re-entry to the racing surface: A ten second penalty in that qualifier or main.
- (h) Repairing a car while marshaling: A ten second penalty in the marshal's previous qualifier or main. This does not include the repairing of a car body when it's pushed in from contact.
- (i) Failing to respond in a timely way to an Official directive: A ten second penalty in the best qualifier or main.
- (j) Running of any vehicle while racing is ongoing: First offence is a warning, second is one lap off of the best qualifier or main, and 3rd offense is DQ from the event.

Black Flag

A black flag will be given to a driver whose driving, car operation, or performance constitutes a hazard to the other cars in the race. This includes insufficient skills to compete in the class, unsportsmanlike driving, intentional hitting of other cars, intentional short coursing, intentional corner cutting, intentional blocking when being overtaken, and other such acts.

When a driver is given the Black Flag, it means that driver must pull their vehicle off the track immediately in a safe manner. The driver will remain on the drivers stand until that heat or race is over. Again failure to do so may result in disqualification.

Any car that loses its body or that cannot be controlled properly due to radio problems, race damage, or missing parts will be black-flagged.

A black flag ruling may also be used at any time for unsportsmanlike conduct or abusive language to other drivers or race officials.

In certain cases, warnings may be given. A driver who receives two warnings in an event from a SARCAR race official will be black-flagged.

Protests

During qualifying, vehicle or technical protests can only be made by another driver in the same class. In the main events, only another driver in the same main may make vehicle or technical protests.

A protest must be in writing and must be accompanied by a \$30 fee per item protested, plus the retail replacement cost for each item protested if the piece that is protested has to be destroyed to prove its legality.

Protests must be delivered to the Race Director within fifteen minutes of the posting of results of the protested qualifying round or main.

Protests considered by the Race Director to be frivolous or unsportsmanlike will not be accepted.

Written protests against results, procedure or policy (organizational protests) may also be filed accompanied by a \$30 fee. If it is found that the protest is accepted, the \$30 will be refunded. If it is found to be invalid, the \$30 will be retained by the club.

Technical Specifications

At this time we have no specifications.