



# RACE PROCEDURES AND REGISTRATION

Version 1.9

Dated 18<sup>th</sup> January 2024

All changes are highlighted in yellow.  
Previous changes highlighted in blue.



## Table of Contents

Page #

1. ENTRY / REGISTRATION PROCESS	4
2. PARTICIPANT PARKING	4
3. PIT VEHICLES	5
4. PROPER USE OF SAFETY EQUIPMENT	6
<b>5. TECHNICAL INSPECTION</b>	<b>6</b>
6. REQUIRED DECALS	7
7. TIMING SYSTEM	7
8. BURNOUTS	7
9. STAGING	8
<b>10. QUALIFYING</b>	<b>9</b>
11. QUALIFYING FORMAT	10
12. FIRST QUALIFYING ROUND	11
13. SECOND QUALIFYING ROUND	11
14. THIRD QUALIFYING ROUND	12
<b>15. ANY SUBSEQUENT ROUNDS</b>	<b>12</b>
16. ADDITIONAL SEEDED QUALIFYING GUIDELINES	12
17. ELIMINATION FORMAT	13
<b>18. ELIMINATION GUIDELINES</b>	<b>13</b>
19. ADDITIONAL ELIMINATION GUIDELINES	14
20. DRIVER AND / OR VEHICLE CHANGES	14
21. REPLACEMENT DRIVER	14
22. REPLACEMENT VEHICLES	15
23. CLASS CHANGES	15
<b>24. LADDERS</b>	<b>15</b>
25. SINGLE RUNS	16
26. LANE CHOICE	16
27. ALTERNATES	16
<b>28. DISQUALIFICATIONS</b>	<b>17</b>
29. OILDOWN PENALTIES	17
30. PAYOUT POLICY	18
31. RAIN OUT POLICY	18
32. PRE-RACE / POST-RACE TESTING	19
33. NATIONAL RECORD PROCEDURES	19
34. WEIGHING OF VEHICLE	20



35. SFI SPECIFICATIONS	20
36. RESTRICTED AREA ACCESS	21
37. CONDUCT OF RACING	21
<b>38. AUTHORITY OF RACE DIRECTOR</b>	<b>22</b>
39. FINAL EVENT	22
<b>40. RADIAL REMIX CLASS</b>	<b>22</b>



## 1. ENTRY / REGISTRATION PROCESS

1. All RORS events will feature online registration & waiver execution. Each competitor will purchase their car & driver credentials as well as all crew passes online, prior to the event or at the gate. Credentials and tech cards will be handed out at the gate when entering the facility.
2. After entering the track, you will be shown to your allocated pit space.
3. After pitting, proceed with your Car & Driver Credentials to the RORS registration, present an executed waiver to the designated technical area.
4. At the technical area, each driver will present their car & driver credentials for processing and receive the necessary registration, designated number of restricted area credentials, contingency forms & stickers, and tech card (as appropriate).
5. Each driver will be asked to read the official release, waiver and assumption of risk and voluntarily sign it at this time. This must be done by the driver and failure to comply with this critical procedure can and will result in forfeit of official points and possible suspension.
6. At registration, it is the driver's responsibility to verify that any crew members that will be accompanying the driver's vehicle and/or entering any restricted area present their credential and sign the release and waiver.
7. Before coming to the safety and tech area, all competitors must:
  - Completely fill out all necessary forms and paperwork, including tech card & contingency form.
  - Place class sponsor, contingency, & RORS decals on vehicle.
  - Place assigned permanent numbers in correct positions on window glass (if not already present).

## 2. PARTICIPANT PARKING

1. All participant pit parking is based on being pre-booked online or allocated at entry to the event.
2. RORS officials will designate specific pit areas on a venue-by-venue basis. All pit parking must be in an accepted and approved area.
3. Only a single pit space is allotted per trailer, not according to the number of vehicles in the trailer.
4. Trailers without RORS registered vehicles are not permitted in the pit area. Although a participant may wish to attempt to (rope off) or save an extra pit space for a fellow



competitor, the participant wishing to rope off a pit space will be limited to one pit space on asphalt parking areas and may rope off as many as three in grass or gravel areas.

5. Participant Reserved Parking: RORS will use its best effort to pit all pre-registered entrants in a reserved parking area.
6. An exception may be made for 2-car teams who transport and campaign more than one entry out of the same trailer must pre-book no later than 7 days prior to the upcoming event to guarantee reserved parking.
7. If a pre-entered driver fails to pit 2 hours prior to the first round of qualifying their pit space may be forfeited.

### 3. PIT VEHICLES

1. Due to competitor injury and facility damage, all pit vehicles entering the facility must display race vehicle number and class designation on both sides of the vehicle.
2. Every pit vehicle entering the racing facility must be assigned to; and is the responsibility of; the competitor of an entered vehicle in competition at that weekend's event. The competitor will assume full legal responsibility for any damage to property (or other damages) caused by the pit vehicle, whether the driver is operating a pit vehicle or not.
3. Pit vehicles may be operated from "Gate Opening" until two hours after competition ends each day. Pit vehicles in operation after this period may be impounded until after the event is completed.
4. Motorized or Electric Skateboards, Roller Blades, Roller Skates, Push Scooters, and other vehicles of this type are STRICTLY PROHIBITED from the pit and restricted areas.
5. Operators of pit/support vehicles must be 16 or older and have a valid driver's license.
6. All vehicles are limited to a 10mph speed limit.
7. Each race or show vehicle is allowed ONE support vehicle.
8. Pit vehicles will be impounded, until after the event is completed, for any infraction of above rules, reckless operation of pit vehicle or any "horse play" on pit vehicles. The driver of the entered vehicle may be suspended, fined, and/or docked competition points because of above actions.
9. Your cooperation with these policies is greatly appreciated and will make for a safer facility and event. All children under the age of sixteen must always be supervised by a parent or guardian while on the property of the event.



#### 4. PROPER USE OF SAFETY EQUIPMENT

1. Seat belts must be worn and adjusted in such a manner that the driver's torso and head cannot extend outside the parameters of the roll cage.
2. The loosening and removal of seat belts, helmets, gloves, window nets, lifting of helmet shield and removal of any safety equipment is prohibited from the time the vehicle leaves the ready line until the vehicle comes to a complete stop on the return road.
3. Fire bottle safety pins/clips must be removed from fire suppression controls from the time the vehicle enters the water box until the vehicle comes to a complete stop on the return road. Fresh air systems must be on and providing airflow to the driver's helmet from the time the vehicle leaves the ready line until the vehicle is on the return road.
4. Violators will be subject to disciplinary action in the sole and absolute discretion of RORS.

#### 5. TECHNICAL INSPECTION

1. Prior to competition, all cars and drivers must pass the RORS technical inspection. This process is outlined below and may be changed at any time at the sole discretion of a RORS Official. Prior to inspection, each competitor is required to fill out the Tech Registration form with 100% accuracy, including claiming exact engine displacement. Any false information on the Tech Registration Form is grounds for disqualification and removal of competition points.
2. During the initial tech procedure, RORS staff reserves the right to inspect any and every portion of the competing vehicle to ensure rules compliance, including teardowns, weight checks, P&G cubic-inch checks, etc. Do not enter your vehicle for competition if you are not prepared to prove the legality and compliance of your vehicle and/or engine combination/ex supercharger/turbo etc.
3. Prior to, during, or after the qualifying and/or eliminations RORS reserves the right to inspect, seal, impound, and/or teardown any racer's vehicle for any reason or impound any vehicle and/or parts as deemed necessary. Refusing teardown inspection and/or disassembly can result at minimum in the following: removal of the vehicle from competition, 2-race suspension of the driver and vehicle, loss of competition points for 3 previous events, and immediate removal of the vehicle, owner, and crew from the racing facility.
4. Any engine, transmission, or power adder (e.g., turbo, supercharger, nitrous etc.) change that occurs following the initial tech process and during qualifying or eliminations must be reported to the RORS Technical Department for proper inspection before any further runs are made. Failure to follow this procedure may result in the disallowance of the qualifying or elimination run.
5. Prior to competition, all vehicles and driver equipment must undergo a technical inspection. RORS makes no representations, warranties, or assurances that a technical inspection will:



- 1) Detect any problem with a vehicle or a driver's personal equipment or clothing.
  - 2) Detect any problem with rules compliance, or
  - 3) Prevent injury, death, or property damage.
6. The competitor agrees that the competitor always bears the ultimate responsibility to ensure the safety of competitor's vehicle and to ensure that competitor complies with all applicable RORS rules. The competitor agrees that the competitor is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all applicable RORS rules. If a competitor changes engines during an event, they must report to tech to make the Technical Director aware of the change. Failure to do so may result in disqualification from the event.
7. In the event of an RORS competitor protest, the matter under dispute will be assessed by a panel of RORS officials. Protests must be submitted in writing to facilitate a comprehensive examination of the matter. Subsequently, a designated team of three individuals will be dispatched to collectively deliberate and make the final determination.

## 6. REQUIRED DECALS

1. Special RORS event decals and sponsor decals are required for all participating vehicles. Any non-approved decals or signage may be prohibited. No vehicle will be permitted in the staging lanes if there is non-compliance of these requirements.
2. If a vehicle is not in compliance with these requirements makes a qualifying run, that run may be invalidated if the issue is not resolved. RORS, at its discretion, reserves the right to reject any decals, signs, names, advertising, promotion, or graphics that it feels is inappropriate or unacceptable at any RORS event.

## 7. TIMING SYSTEM

1. All races are run on auto start.
2. Any computer or tree malfunction resulting in any error that would change the outcome of the race will be a re-run at the discretion of RORS.

## 8. BURNOUTS

1. All pre-race burnouts are restricted to designated areas, using water only.
2. Once a competitor enters the water box during eliminations they are committed to the run.
3. If your vehicle experiences trouble and loses fire during eliminations, you will be given 1 minute to restart.



4. If you are unable to restart in the allotted time, during eliminations the round will be forfeited.
5. If a competitor's vehicle breaks during a burnout and cannot back up or be pushed back, it is not permitted to turn on the track and drive back to the starting line.
6. Crossing the centerline during a burnout is not a disqualification.
7. Fire burnouts are strictly prohibited.
8. All competitors are allowed only one burnout across the starting line under power.
9. The length and time duration must be reasonable and in concert with the opponent's procedures.

## 9. STAGING

1. Once a vehicle reaches the front of the staging lanes for a run, it must be prepared to fire and race.
2. Once directed by a RORS official to start the vehicle at the ready line the competitor must start and proceed to the water box.
3. If any competitor breaks or can't start behind the water box in the staging lane, they will be given 2 minutes to correct the situation.
4. After the 2 minutes, it will be up to the paired racer to wait longer if time permits if it's within the same class being run.
5. If the competitor is unable to start in the allotted time, the run will be forfeited (qualifying and eliminations).
6. Once the competitor's vehicle's front tires go over the designated line (Go / No Go line) to the water box, you are committed to that lane.
7. To be a legitimate race winner, a competitor's vehicle must self-start and self-stage. This rule also applies to single runs.
8. Push-starting or push-staging any vehicle is prohibited.
9. Staging must be done under the vehicle's own engine power.
10. Plug in electric starters are permitted for supercharged vehicles unless otherwise noted.
11. Courtesy staging is in effect. If any racer double bulbs for any reason, the starter will immediately trigger the red bulbs on the tree and competitors will be allowed to back out and continue.
12. Once any competitor has pre-staged, even 1 light in qualifying they must go down with their paired car. You will not be allowed to back up and stage again once the tree has been activated. Failure to do so will result in a forfeit of the run. This is in effect for qualifying and eliminations.



13. If your car stages both bulbs and shuts off, you can restart your car and make the pass if your car has not broken the beams or rolled out of the beams.
14. Any competitor leaving the starting line before the start system is activated, including a driver on a single run, will have his/her time disqualified for the run.
15. If a competitor red lights and the other competitor goes green, they are automatically the winner and cannot be disqualified. The only exception is if the winning car does not make weight and the red-light car does make weight, in this instance the red-light car will be the winner.
16. If both cars leave before the tree is activated, then both cars will re-run.
17. Any bye-run must stage the car under its own power. Once a car has tripped both lights it will be counted as a win. You CANNOT be disqualified on a bye run for any reason once a car has tripped both lights (other than if the winning car does not make weight), it will be counted as a win.

## 10. QUALIFYING

1. A RORS official will be assigned to each race class to assist with pairing, lane choice, timing and follow up. They will be in constant contact with race control and competitors and are responsible for assisting competitors organizationally. Competitors are asked to be respectful and appreciate the task at hand.
2. The number of qualifying passes will be announced prior to the event on the various digital platforms available to RORS competitors. Best endeavors will be exercised to fulfill this expectation; however, it is not guaranteed. The Race Director will update competitors during the event accordingly.
3. It is the competitor's responsibility to keep themselves up to date with current activity as the event progresses.
4. To be counted as an official-qualifying attempt, all vehicles must self-start on command, self-stage, receive the start signal and be clearly ignited and under fire.
5. All qualifying passes must be made within one of the official designated qualifying sessions.
6. Following completion of each qualifying pass, all competitors must immediately report to the scales for weigh-in.
7. The Race Director has the option to build a ladder on as little as one qualifying session if track or weather conditions prohibit additional runs.
8. If there are no qualifying sessions completed, the Race Director may build the ladder based on points from the championship standings, previous year's championship positions or tech card date (when the competitor entered the race) if the competitor has not competed at RORS previously.



9. The vehicle with the quickest elapsed time will be number 1 qualifier, the 2nd quickest will be the number 2 qualifier, and so on. In the event of identical qualifying elapsed times, the vehicle with the faster top speed recorded on the qualifying runs in question will be awarded the better qualifying position.
10. Qualifying passes and competitor (driver) eligibility. A competitor must have at least one qualified pass in the car during qualifying rounds to be eligible to compete in elimination rounds. The competitor is credited with the qualifying times, not the car. Once a competitor has started in eliminations, competitor changes CANNOT be made.

Should any scheduled qualifying session be eliminated for any reason and a competitor has not staged and received the start signal, that competitor will be placed on the bottom of the ladder, if they purchased their tech card before that session was eliminated. If multiple competitors are in this scenario to contend for the final spots, the order will be determined based on the current RORS Points Standings for that RORS class.

~~Should all of qualifying be eliminated due to weather or any other unforeseen occurrence and a competitor has not staged and received the start signal that competitor can be placed on the bottom of the ladder.~~

11. Any competitor during qualifying that breaks / leaks etc., that does not stage any bulb will be pushed back and have the opportunity to fix the problem and qualify if they are ready by the last pair of their class only.
12. The maximum attempts of any qualifying round are two.
13. Staging during qualifying - once the tree has been activated and dropped for one or both lanes, AND your car shuts off (for any reason), you can restart your car before the computer times you out at approx. 32 seconds and you can proceed to complete the qualifying attempt.

During this time the track is considered 'hot', therefore no crew person may open any doors OR touch the car at any time for any reason. This also applies to the driver and includes NOT opening their door. Only the driver may restart the car. After 32 seconds you will be timed out and the competitor is not allowed to make a pass. The car must be pushed back and returned to the pits.

## 11. QUALIFYING FORMAT

1. Competitors will remain in their assigned pit area until told by a RORS Official to report to the staging lanes. The official will start at one end of the pits and work their way down to the



other end. All competitors will need to be at their car when called to the staging lanes or they will skip over that competitor.

2. With our current qualifying format, jumping in line will only disrupt the process of pairing cars for competition. Any competitor that skips the line will be pulled aside until they can be paired up. Any competitor that repeatedly skips line before they are told to report there will lose that qualifying run and will be asked to leave the drag racing area, there will be no exceptions to this. If the competitor feels they were skipped, report to the starting area and ask to speak with the Race Director, do not take it upon yourself to jump in line.
3. Qualifying will be side by side. 1st and 2nd qualifying runs must be in opposite lanes. If competitors choose to ignore this rule, the second consecutive pass in the same lane on the same day will be disqualified.

## 12. FIRST QUALIFYING ROUND

1. The run order will be determined by the highest position competitors present (as per the RORS Championship Table) from the current season, #1 in points will be the first competitor in the left lane, followed by 2nd on the table in the first spot of the right lane, etc., etc. until all positions are filled. You must have your tech card turned in at least 1 hour prior to the start of event qualifying. If a competitor has not yet turned in their tech card by the cut off, they will be paired at the end of their classes qualifying round. In the situation where two or more competitors cannot be separated based on the table, then the competitor with the most points in the most recent race will be added next, if both competitors achieved the same points in the previous race, the competitor with the quickest E.T. of the previous race will be added next. The only exception being the first race of the season which will be based off of the championship points from the previous year.
2. During the 1st round of qualifying, if a competitor is not in the Championship Points table and has not previously competed, they will be added to the end of the qualifying list based on the number on the tech car.

## 13. SECOND QUALIFYING ROUND

1. Competitors will run in the opposite lane to the lane assigned for the first qualifying round.
2. The quickest ET qualified competitor at that point in qualifying will run 1st in the alternate lane to the previous qualifier, followed by 2nd ET quickest qualified competitor, etc. until all



positions are filled.

#### 14. THIRD QUALIFYING ROUND

1. Competitors will run in the opposite lane to the lane assigned for the second qualifying round.
2. The slowest ET qualified competitor at that point in qualifying will run 1st in the alternate lane to previous qualifier, followed by 2nd slowest ET qualified competitor, etc. until all positions are filled.

#### 15. ANY SUBSEQUENT ROUNDS

1. Competitors will run in the opposite lane to the lane assigned for the previous qualifying round.
2. After the third round and all subsequent rounds, RORS officials will go back to the quickest ET qualified competitor at that point in qualifying, and that competitor will run 1st in the alternate lane to the previous qualifier, followed by 2nd quickest ET qualified competitor, etc. until all positions are filled.
3. ~~After the third round, we will go back to the quickest ET qualified competitor at that point in qualifying will run 1st in the alternate lane to the previous qualifier, followed by 2nd quickest ET qualified competitor, etc. until all positions are filled.~~
4. ~~Next round we will go back to the slowest ET qualified competitor at that point in qualifying will run 1st in the alternate lane to previous qualifier, followed by 2nd slowest ET qualified competitor, etc. until all positions are filled.~~
5. ~~If there are more rounds we will continue flipping between these two formats.~~

#### 16. ADDITIONAL SEEDED QUALIFYING GUIDELINES

1. If a competitor is unable to run in the designated pairing, then that qualifying round will be missed by that competitor, unless the reason for missing the pairing is caused by a genuine problem. The Race Director shall determine the legitimacy of the problem. The competitor must advise the Race Director of the situation as soon as a potential problem occurs, not at the last minute. If the Race Director is convinced of the legitimacy of the problem, then that competitor will be allowed the opportunity to run at the back of that qualifying round but must still run within the time allocated for that class's qualifying round. The opponent for that



qualifying round will run on a solo in the original position.

2. Once a competitor is in pre-stage, then are unable to stage for whatever reason, that qualifying round will be missed and the competitor in the other lane will have a solo run.
3. Should a qualifying round commence but be unable to complete due to any reason, including weather conditions or time curfew, then all qualifying runs completed in that round of qualifying will be disallowed.

## 17. ELIMINATION FORMAT

1. As with qualifying, competitors will remain in their assigned pit area until told by a RORS Official to report to the staging lanes. The official will start at one end of the pits and work their way down to the other end. All competitors will need to be at their car when called to the staging lanes or they will skip over that competitor.
2. A RORS official will be assigned to each race class to assist with pairing, lane choice, timing and follow up. They will be in constant contact with race control and competitors and are responsible for assisting competitors organizationally. Competitors are asked to be respectful and appreciate the task at hand.
3. If any competitor gets to the staging lanes and is racing any car other than what is on the eliminations ladder for any reason, they will be given ample time to correct tune up etc. It is up to the competitor to notify the RORS Staging Official if this occurs. If the competitor is paired up with someone other than the laddered car, they must notify the RORS Staging Official immediately. If you do not notify the RORS Staging Official and make a pass, the result is FINAL.

## 18. ELIMINATION GUIDELINES

### *First Round*

- The competitor who recorded the quickest elapsed time (ET) in qualifying will be given the privilege of selecting their preferred pairing order,
- All other competitors will be slotted into the pairing order based on their qualifying order.
- The highest qualified competitor in each pairing has lane choice.

### *Subsequent Rounds*



- The competitor who recorded the quickest elapsed time (ET) in the previous round will be given the privilege of selecting their preferred pairing order,
- All other competitors will be slotted into the pairing order based on their previous round ET.
- The competitor with quickest ET in each pairing has lane choice.

#### ***Final Round***

The quickest ET from the previous round has lane choice.

## **19. ADDITIONAL ELIMINATION GUIDELINES**

If a competitor is unable to run in the designated pairing, then that Elimination Round will be forfeited, unless the reason for missing the pairing is caused by a genuine problem. The Race Director shall determine the legitimacy of the problem.

## **20. DRIVER AND / OR VEHICLE CHANGES**

Under certain circumstances, in the sole and absolute discretion of the race director, the race director has the option of permitting a driver or vehicle change. The spirit of the driver change policy is to accommodate those rare cases where a driver experiences an unforeseen circumstance preventing him/her from continuing competition in an event (i.e., medical emergency, personal tragedy, etc.). Only one action per event is permitted – a driver change plus a vehicle change is NOT permitted.

Changes may be considered only under the following conditions.

## **21. REPLACEMENT DRIVER**

1. The original entered driver must have been in attendance and successfully passed technical inspection at the event.
2. Replacement driver must have proper credentials and sufficient grading.
3. The original driver is withdrawn from competition and cannot be reinstated.
4. The change must be made before registration closes.
5. The original driver has withdrawn from competition and will not receive any event points or monetary supplements.
6. All previous event times are void for the vehicle and driver involved.
7. Changes must be made, and driver must re-qualify during the normal schedule, as posted,



for the event. No changes permitted after qualifying has been completed.

8. Teams are limited to one replacement driver action per event.
9. Replacement driver must drive the vehicle originally entered as described in entry form.

## 22. REPLACEMENT VEHICLES

1. The original vehicle is withdrawn from competition and cannot be reinstated.
2. Replacement vehicle cannot have been utilized by any other contestant at the same event.
3. Replacement vehicle must be fully certified and must pass technical inspection prior to continuation of competition.
4. Driver must stay within original eliminator category and class entered.
5. All previous event times are voided for the vehicles and drivers involved. Changes must be made, and driver must re-qualify during the normal schedule, as posted for the event. No changes are permitted after qualifying has been completed.
6. Checkout (test) runs for replacement vehicles are not permitted once qualifying has begun.
7. Teams are limited to one replacement vehicle action per event.

## 23. CLASS CHANGES

1. Class rules for the event are as per the rules for each class determined by the promoter or track.
2. After a contestant's vehicle has been inspected and classified, no changes of class are permitted. Mechanical changes are permitted providing the vehicle remains in the class in which it was originally registered.

## 24. LADDERS

1. Competitors at the Battle of the Thrones, going into the semis and finals will be allowed up to 1 hour for engine replacement / repairs if needed.
2. Category pairings are based upon established RORS "ladder" charts.
3. Qualifying elapsed times determine ladder positions. Once established, pairings are not changed unless the Race Director determines there is adequate justification for a change.



All participating classes within RORS, will adhere to a 16-car ladder format. In the event of 26 cars or more, a 32-car ladder will be implemented, with the exception of the Radial vs the World class, which will only be a 16-car ladder configuration.

~~In situations where fields are not filled, and the car count is 26 cars or more, a 32-car ladder will be used. If the car count is 25 cars or less, an appropriate ladder will be used that ensures the top 1 and 2 qualified cars will meet in the finals.~~

## 25. SINGLE RUNS

In situations where a competitor is making a single run, they are considered the winner once they fully stage under their own power. If a competitor crosses the boundary line on a single run, the elapsed time is voided for lane-choice determination.

## 26. LANE CHOICE

In all categories, lane choice is determined by elapsed times. The driver with the better qualifying elapsed time gets first-round lane choice, and in subsequent rounds, lane choice goes to the racer with the lowest elapsed time in the previous round. If two competitors have identical elapsed times, lane choice will go to the competitor with the higher speed.

## 27. ALTERNATES

1. Once qualifying has concluded and a ladder has been established, pairings will not be changed. However, should a qualified vehicle and racer be unable to make the first round of eliminations, an alternate will be inserted into the bottom of the field. All qualified competitors will be moved up to cover the gap left by the qualified vehicle.
2. If an event is postponed due to weather or other conditions prior to the start of eliminations for that category, it is necessary that the qualified vehicle and racer be in attendance and participate at the rescheduled date to be eligible for all points and awards based on eliminator competition.
3. Awards based solely on qualifying remain with the original qualifier. Awards are based on a round-loss basis, not simply on qualifying. If an alternate racer is inserted into a rescheduled event for a non-returning qualifier, the alternate will receive full round points and cash awards.



## 28. DISQUALIFICATIONS

1. Racers CANNOT be disqualified for a foul that was committed in the burnout before staging, i.e. If you cross the centerline in the burnout.
2. If two cars are disqualified during the same elimination race, the Race Director will determine the outcome.
3. The object of the final round is to determine a winner and a runner-up, with the Race Director having full responsibility in cases involving dual disqualifications. As an example, in the final round, the contestant crossing the boundary line first will be disqualified.
4. In situations where multiple boundary lines are utilized, the line directly adjacent to the competitor's racing lane will be used for reference. Anytime it has been judged that excessive braking has resulted in loss of control that results in contact with the guard wall and/or light fixtures or crossing the center boundary lines. Contact with guard wall, barriers, or any other track fixture (rubber cones, when used, are considered visual aids, not fixtures) is grounds for disqualification and/or other actions.
5. Intentional crossing of boundary lines to leave track or avoid depositing debris on track is not grounds for disqualification.
6. Any driver and/or pit crewmember found to be under the influence of alcoholic beverages or drugs, during event hours, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges.
7. In the event of a collision on track or any form of accident involving a RORS car during the race, the affected vehicle is required to undergo a comprehensive technical inspection before being allowed to resume competition. Failure to comply with this requirement will result in automatic disqualification from the event.
8. Contestants are strictly prohibited from swapping places with another driver in a different class. Violation of this rule will result in immediate disqualification from the event for all parties involved. Any attempt to manipulate the order or gain an unfair advantage through driver or vehicle swaps will be considered a violation of these rules.

## 29. OILDOWN PENALTIES

Oil downs and, more important, downtime associated with cleanups affect everyone at an RORS Series event, including spectators, competitors, sponsors, and live streaming viewers. With curfews and schedules, oil downs in all RORS categories can cause in some cases



cancellation of qualifying sessions, early start times to make-up for lost time, and very late conclusions to the respective sessions.

To eliminate downtime due to oil cleanup, penalties may be in effect at the RORS events. Penalties may be imposed on teams depositing oil on the racetrack surface during any qualifying and/or elimination round.

Any competitor demonstrating a flagrant disregard or repeated violation will be subject to disciplinary action as deemed appropriate by RORS in its sole and absolute discretion. Such action may involve monetary fines, denial to participate at future events, and/or suspension of competition privileges.

The Race Director's decision is final in determining oil down violations. There is no provision for review of decisions of the Race Director, his designee, or other RORS event officials at racing events. The reason for this is to ensure that there can be finality regarding the events that are run.

### **30. PAYOUT POLICY**

Payouts will be determined by RORS and will be made upon completion of each event. Any payout, contingency, gift certificate or other awards presented by any sponsor is not the responsibility of RORS. If any 'payout' is not honored any action legal, or otherwise shall be between the competitor and the sponsor. Due to sponsor contingencies and contracts, it may be necessary to mandate sponsor decal location placement on vehicles prior to participation. It is the competitor's responsibility to procure and place all contingency decals on his/her vehicle. Decals must be in place for the entire event. This includes time runs, qualifying and eliminations.

Any paperwork or information required by RORS, or any sponsor must be properly submitted prior to the issuance of any payouts or awards.

All payouts will be made directly to competitors unless alternate arrangements with RORS officials are made prior to eliminations. Any participant experiencing irreparable damage and is unable to make the next round call will be paid (if applicable) only through the last round of competition won.

### **31. RAIN OUT POLICY**

1. If eliminations have started on Saturday and event rains out, it will continue the next day on Sunday.



2. If all rounds are completed up to the semi-finals, the Race Director will decide whether continuing the race at the next RORS event during qualifying is viable.
3. The RORS will do everything possible to complete the event in a timely manner. In the event of adverse conditions beyond our control, the RORS reserves the right to finish the event whatever it takes including early start times, running late into the evening, canceling a qualifying session(s) or finish the event on the following day(s) or at the next event.

### **32. PRE-RACE / POST-RACE TESTING**

1. There will not be any pre-race testing or racing at the host track from the Monday of the week before a RORS event. For example, if the RORS event is from a Thursday to Saturday, testing is prohibited the week prior to the race week. This also applies to races held at the host track prior to the event. If an RORS car tests or races at the host track during this period, the car will be ineligible to race at the RORS event. Testing for competitors will be scheduled in the same week as the race at the host track.
2. Any team testing must be entered in the RORS event and have full credentials.
3. Parking for both testing and racing may not be in the same parking / pit space, therefore the competitor testing acknowledges that they may be required to move after testing to their allocated spot for the race event.
4. Post-race testing is permitted once the event is completed. RORS officials will not be on the property, so testing will be conducted by the host facility.

### **33. NATIONAL RECORD PROCEDURES**

1. Records are established under controlled conditions throughout the season.
2. RORS teams participating in the series who post performances for elapsed time and speed that are quicker or faster than the existing national records at any time during a national event will be eligible for the national record.
3. The competitor holding the record at the conclusion of the race will be credited with the record. Elapsed-time records will be recorded and listed to the thousandth of a second.
4. Speed records will be recorded and listed to the hundredth of a mile per hour. If two contestants tie for the elapsed-time record to the thousandth of a second at the same event, the tiebreaker will be the fastest mile-per-hour reading for the run that established the record. In the event a tie still exists, the contestant accomplishing the record run earlier in the event will be awarded the record.
5. If the record is tied at a later race, the record will stay with the driver who set it first. Similarly,



if two contestants tie for the speed mark, the tiebreaker will be the quickest elapsed time on the run that established the new national record.

6. A backup performance of within 1 percent of the new mark is required at the same event. If two runs exceed the existing record but are not within 1 percent of each other, the quicker time or faster speed will be acceptable as the backup for the slower time, which will stand as the new record.
7. A competitor cannot set records with one vehicle, then compete in eliminations with another vehicle.
8. Only the competitor holding the record at the conclusion of the event will be credited with the record.
9. A competitor setting, then losing, a record at the same event will not receive credit for establishing a record.
10. Competitor's must claim a national record after the run before leaving the scale area. Failure to claim a national record, after the run, before leaving the scale area, constitutes forfeiture of that run's claim ability.

### **34. WEIGHING OF VEHICLE**

1. ALL racers must weigh & cross scales win or lose. Losers will not be reinstated due to the other competitor by-passing scales, intentionally or not.
2. If the winner crashes and is unable to cross scales, and the loser is at or above legal weight, the loser will be reinstated.
3. If the winner weighs & is underweight; and the loser is at or above weight, the loser will then be reinstated.
4. Under no circumstances may a competitor reject scaling their vehicle or manipulate or tamper with existing weight between finishing the run and being scaled.
5. Any competitor who runs quicker than any of their previous runs during an event and fails to report to the scales post-run may have that run disqualified.

### **35. SFI SPECIFICATIONS**

1. SFI Specification numbers, whether so stated or not, are the minimum mandatory specifications for the item specified.



2. All competitors are required to pay meticulous attention to the SFI Specs including (re)certification periods, as rigorous adherence will be compulsory. Visit [www.sfifoundation.com](http://www.sfifoundation.com) for a complete list of specifications and (re)certification periods.

### **36. RESTRICTED AREA ACCESS**

1. Each competitor, as well as participant crew members, must be properly (as determined by RORS officials) attired when present in the staging lanes, starting line area and/or competition areas of the racetrack.
2. Competitors, crew members and sponsors may receive non-transferable, restricted-area armbands.
3. A MAXIMUM of five (5) crew members will be allowed starting line access.
4. Any additional crew members and/or sponsors with restricted area armbands will have access to a dedicated viewing area adjacent to the track.
5. Only crew members of the vehicles that are signaled to fire by a RORS official will be permitted to cross the ready line and proceed to the starting line area. After their car has made its run, the crew must exit the starting line area immediately.
6. Anytime the red lights on the tree are flashing EVERYONE must exit the starting line area and return to the designated viewing area or behind the ready line.

### **37. CONDUCT OF RACING**

1. No profanity, sexually explicit, or offensive language/image on or attached to any entered car, pit vehicle or crew member that is bigger than a 12x12 sticker in staging lanes, racetrack, or anywhere Flo Racing is filming.
2. Competitors at RORS events are expected, always to conduct themselves in a professional and non-disruptive manner.
3. Any competitor who, in the sole and absolute judgment of the RORS organization:
4. Verbally or physically threatens another competitor or other person.
5. Uses vulgar or derogatory language.
6. Engages in unsportsmanlike conduct or conduct detrimental to the sport of racing.
7. Or otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall have violated the rules & regulations of the RORS organization.



8. The consequence of any of the above will result in disqualification as determined at the sole discretion of the Race Director and may call upon Police assistance.
9. Any competitor that purposely takes action to disrupt / delay an event will be disqualified for the duration of the race and, depending on the severity of the action, may be removed from the rest of the championship races. Any further action will be decided, and the competitor notified accordingly.

### 38. AUTHORITY OF RACE DIRECTOR

The Race director will have the final word in all rules, interpretations of the rules, questions and/or protests. These issues will be left to the final discretion of the race officials and may be changed at any time if the situation warrants.

The Race Director, as appointed by RORS, has the ultimate authority in all matters related to RORS rules, its interpretations, questions, protests, and includes any circumstance that may impact the championship outcome. The decisions made by the Race Director are final and binding and cannot be overruled by the race promoter, track owner, track crew, or any other entity associated with the event.

Any disputes, concerns, or inquiries regarding rules or race-related matters should be directed to the Race Director for resolution. The Race Director's decisions are not subject to appeal or overruling by any other event stakeholders.

### 39. FINAL EVENT

If the RORS season final event is canceled for any reason, a make-up race will be scheduled as soon as possible to determine the Champion and Top 10 finishers.

### 40. RADIAL REMIX CLASS

The Radial Remix is a new class for competitors who did not qualify for the main event. It features a no-breakout handicap format with a Pro Tree and a staggered start. The handicaps are based on the elapsed time (ET) of the #8 qualifier from the main event in their respective class. There is no breakout rule in this class. The first competitor to the finish line wins.

1. **Class Size:** The Radial Remix class will have a maximum field of 32 cars.
2. **Eligibility:** The top eight non-qualifiers from all RORS classes (excluding RVW), who did not make the 16 or 32 car fields, will automatically enter the Radial Remix class during RORS eliminations.



3. **Pairings and Lanes:** Competitors from each class will be called simultaneously to the lanes with random pairings and no ladder structure. Lane choice will be determined by a coin flip facilitated by a track or RORS official.
4. **Bye Runs:** In the case of a bye run, it will be awarded to the competitor with the best reaction time from the previous round.
5. **Additional Entries:** If there is a shortage of competitors in one class and an excess in another, additional entries will be drawn from the remaining competitors. One competitor will be selected from each class (Pro 275, LDR, X275, and Ultra Street) in that order to fill up the 32-car field for the Radial Remix.