

|                                   |  |
|-----------------------------------|--|
| <b>NOMAD RACERS – 2025 SEASON</b> |  |
|-----------------------------------|--|

2<sup>nd</sup> January 2025

## LOCATION AND SCHEDULE

Race meetings held at Slot Shop, Rockdale every 2<sup>nd</sup> Wednesday.

Racing starts at 7pm with practice/testing starting at 6pm.

2 classes per race meeting – 6 classes in total.

## RACE COMMITTEE

The Nomad Race Committee exists to organise, facilitate, officiate, communicate all matters relating to the Nomad race meetings. The committee facilitates and communicates the decisions that are made by all the racers collectively – it does not make decisions on behalf of the Nomad race community.

If you're unsure or need further info about any aspect of Nomad racing, please contact one of the Nomad Race Committee. The best way to do this is on a race night when most/all racers and committee members are present and questions can be dealt with most effectively.

Committee members are:-

Ian Rice, John van Dyk, John Amundsen, Jason Brooks, Fardin Heydari.

## RACING CLASSES

**Meeting 'A' – Race 1 – ScaleAuto GT3.**

### Race 2 – Host Class.

**Meeting 'B' – Race 1 – Plafit**      Class 'A' Aussie V8 Supercar  
Class 'B' Hardbody GT / Saloon

### Race 2 - Revo GT.

**Meeting 'C' – Race 1 – Open LMP / HyperCar**

### Race 2 – Slot.It Group C.

## GENERAL CLASS AND RACE RULES

All classes are 1/32 scale.

All races are 8 x 2 minute heats. Host class may be extended if it is the only class for that evening.

All classes are non-magnet.

All races will take place at 12 volts. This may be changed for individual classes after testing and review, and a majority vote.

Tyre goop/treatment is not allowed. Lint roller/tape is allowed for cleaning.

All cars must start each race evening with all wings, wheels, etc, attached.

Scrutineering will take place for first 3 placed cars in each race. Failing vehicles will be excluded from the result.

Where possible, all cars, parts, controllers, materials, etc. should be purchased from Slot Shop.

During a race, all contestants are either racing or marshalling – these are the only two options. The gap between heats is not pit-stop or maintenance time – cars may be maintained during green flag race time. Racers in the upcoming heat are warming up and require marshalls to assist with de-slots and prevent accidents/damage/missed starts. Penalties may be applied to racers who fail to be ‘on deck’ as a marshall between heats.

If a White Kit is used, the body must be completely repainted, and all components present, as per the equivalent finished model (i.e. interior, driver, windows, roll-cage, lights, grille, mirrors, etc.). The race number must appear in three separate locations on the body.

No classes permit the use of a 4WD system. If the base model includes 4WD then this must be disabled.

Drivers may only use one car in any given race. This will be deemed to be the car that starts the race. If that car is used continually until the completion of the race then all laps are counted for that car/driver, with that lap score being used in the final results.

If a second car is used then only the laps scored by the first (‘primary’) car will be counted. If the primary car is reintroduced (having been repaired, for example) then it may continue to accumulate laps into it’s overall lap score.

The point-scoring system is carried forward from previous years :-

- 21 for first, then 19, 18, 17, . . . down through to . . . . . 4, 3, 2, 1.
- All points are added together within a class for the full year, so that would be for approx. 5-7 races for each class, with the worst result being dropped in each class (to allow for a breakage, retirement, holidays, family/work commitments, etc.).
- Points for all classes are added together to give the final point score for the year which decides the championship results for that year.