



QFM Racing's Official BitDra-G Competition Guidelines (version 1.0 - 08/2002)

I. Introduction

A. Overview

1. This set of BitDra-G guidelines was created to address the growing popularity of the micro RC hobby, particularly the Bit Hobby. The guideline takes into accommodation the current state of the Bit Hobby, including the existence and availability of types of cars, parts & accessories, both OEM and Tomy as well third-party, known modifications, and the varied spectrum of Bit Hobbyists.
2. QFM Racing (questformadness.com) has created these guidelines to help structure, streamline and officiate simulated quarter-mile and straight line drag races for the micro RC Bit Hobby. Any race using these guidelines (including variations of) will refer to the race as a **BitDra-G Event**. This is only to regulate and create a standard for Bit drag racing, as well as familiarize micro RC hobbyists with the event. Consistency in this matter will allow enthusiasts to be familiar with the general idea of how the race works after having participated in it once before. This will eventually create a familiar environment for the participants, thus encouraging return participation in future events, and result in subsequently more organized and smoothly executed events. Use of the name *Questformadness* or *QFM Racing* is not obligatory in the event and is discouraged except when referring to the guidelines, and absolutely no fee is required to use these guidelines. This has been created for the sole reason of the proliferation of the Bit Hobby. You are encouraged to use these guidelines and amend as necessary to ensure a successful event.
3. Because the hobby is new, it is likely that amendments will be made to the guidelines in the future. All future revisions will be listed in **Section VII: Revisions & Amendments**. In addition, a smaller number of participants or any number of factors could require a deviation and/or adaptation of these guidelines to ensure a successful race event. As such, these rules are labeled as "guidelines" to help structure an appropriate set of rules for any given race situation. If deviation is necessary, a standard form of notation would be appropriate to make race regulation easier (so as not to require a complete rewriting of the BitDra-G rules for every event). See **Section VI: Rules Deviation** for complete instructions on how to do so.
4. It is important to note that these guidelines only address simulated quarter-mile straight line sprint or drag events, and do not encompass lap or track racing.

II. General Information

A. Official Tomy BitChar-G

1. All references to *Tomy* or *BitChar-G* in this document includes any and all official Tomy BitChar-G products designed and licensed for foreign markets. This includes but is not limited to the *JNH Compact Char-G* in

Australia, and the *Hobbico Microsizer* in the US. This definition excludes the *Hot Wheels BitRacer* in the US. References to the *Tomy BitRacer* will be made as such, and will not be included in the definition of a Tomy BitChar-G. The term *car* or *machine* are used interchangeably.

B. Timing and Chronographs

1. There is no official timing device for BitDra-G competition. Timing device and method will be stated or made available to the contestants along with the BitDra-G guidelines as well as any amendments during contestant entry or sign-up. Timing device and method will again be stated at the commencement of a BitDra-G competition.

C. Ties, Same-Frequency Races and Official Time

1. In the event of a tie or two competitors with the same frequency being paired for a race, determination of a winner will be made by *Official Time*. The two competitors will run the full length of the track as determined by division, separately for an Official Time. *Official Time* is defined as a race officials measure of elapsed time required for a contestants car to complete a full track run from starting line to finish line. Track length depends on division. Race competitors also have the option to choose *Slalom Time*. (See section II.D.1)

D. Slalom Time Option

1. In the event of a tie, or same-frequency stalemate, winner is determined by Official Time *unless* either contestant requests a win to be decided by *Slalom Time*. *Slalom Time* is defined as a race officials measure of elapsed time required for a contestants car to complete a full slalom run from starting line to finish line. Slalom must be accepted if just one or both of the contestants request it. Although statistically this obscure rule will rarely be exercised, it ensures that the contestants machines maintain the ability to steer if necessary. This may seem trivial since the race is based on straight line racing, but it is remote control and the ability to steer that differentiates the BitChar-G from the BitRacer and other toy cars. This characteristic must therefore be recognized and represented.

E. Judges and Race Officials

1. *Judges* and/or *Race Officials* will be determined by the persons or entities sponsoring the BitDra-G event. A Judge or Race Official is defined as a person or persons responsible for officiating division races, takes measure of official times, makes the determination of a tie, disqualification, and re-start.
2. Judges may only participate in a division event that they are not presiding in as a Judge or Race Official. A Judge may not officiate or act in the their capacity as a judge in any race they participate in as a contestant.

F. Race Etiquette

1. All racers, race officials, participants and spectators must turnoff and keep-off all controllers while a race is in progress. Only the current race contestants may have their controllers on during a race. The time before and after each division event and between each race are the only permissible times the controllers may be on.

G. Machine Failure during Race

1. In the event that a participants car fails during eliminations and cannot be fixed using the same chassis, the participant forfeits the race and the competitor wins by default. As unfortunate as this circumstance may be, this rule is designed to discourage unfair advantage by contestants intending to machine swap during race. However, it is in the Race Officials capacity to allow a machine swap if he/she deems it appropriate.

H. Ties, Disqualifications and Rematches

1. It is the Judges or Race Officials responsibility to determine a *tie*, *disqualification* or *rematch*. All decisions are final. A decision may be determined by a single Race Official or by a collective agreement of 2 of 3 Race Officials depending on circumstance and available manpower. A *tie* is when two contestants cars in the same race cross the finish line at the same time. A *disqualification* is when a rule defined in this guideline has been violated. A *restart* is when some extenuating circumstance through no fault of the contestants affects the outcome of the race unfairly and the race must be restarted.

I. Fouls & Disqualification

- A. A contestant that violates specific rules or procedures during an event merits a foul which is recorded on the eliminations advancement sheet next to each contestants name. Accumulating 3 or more fouls automatically disqualifies the contestant from the race, and the opponent wins by default.

III. Track Specifications

1. Measurements

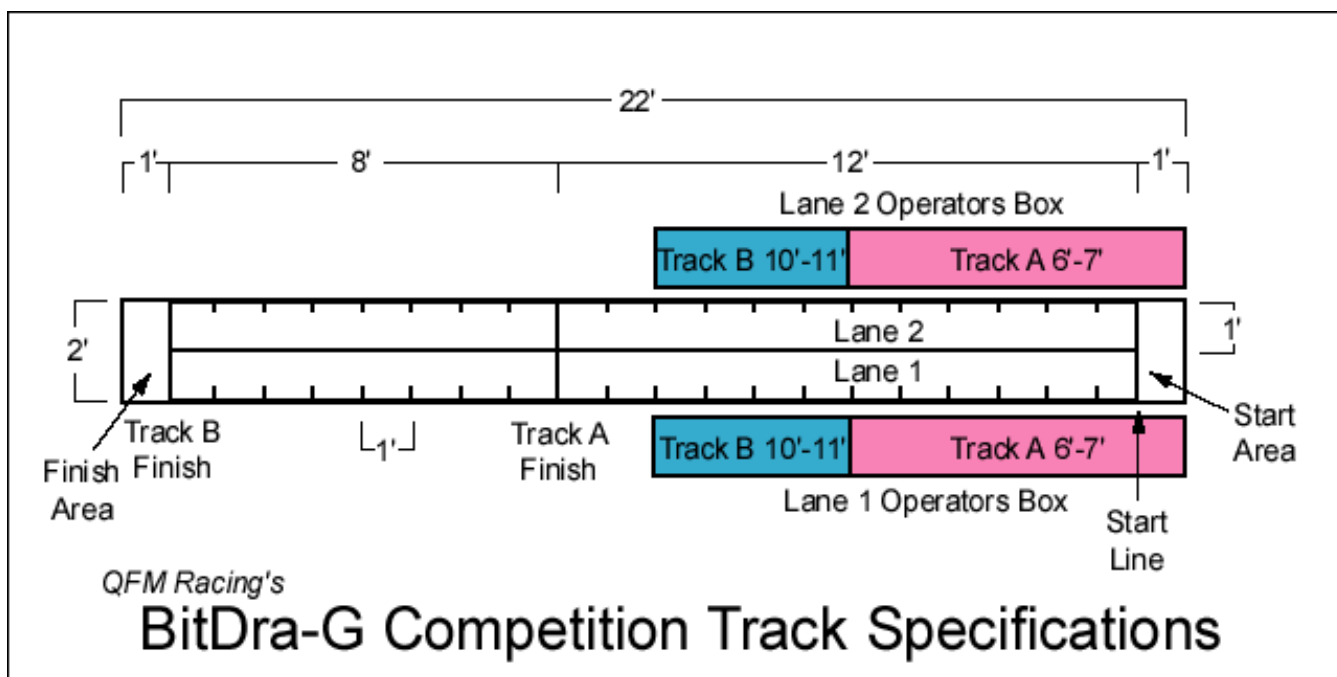
- A. The track design is simple and accommodates several uses. It accommodates both 12' foot and 20' foot races, as well as Slalom Time determinations. Specifications are as follows:

Track Length:	22' feet or 24' feet (see Start Box & Finish Box)
Track Width:	24" inches
Number of Lanes:	2
Lane Width:	12" inches
Track A Finish Line:	12' feet total run
Track B Finish Line:	20' feet total run
Start Box	1'-2' feet before start line (depending no amount of available space)
Finish Box	1'-2' feet after finish line (depending on amount of available space)
Operators Box Lane 1	Left Side, From starting line (or start box, if exists) to half the length of the track being raced. (A=0'-6' mark, B=0'-10' mark)
Operators Box Lane 2	Right Side, From starting line (or start box, if exists) to half the length of the track being raced. (A=0'-6' mark, B=0'-10' mark)
Slalom Points	Every 2 feet (A=6 total, B=10 total)

2. Markings

- A. A clear line designating the median is mandatory to help drivers visualize a straight line and avoid race collisions. An actual center barrier is optional, but must be removable to allow the slalom to take place when necessary. 1 inch length tick marks should be placed every foot, on both sides of the track, along the length of the track. This is critical to visually gauging the booster effect and take off abilities of cars, as well as give visual feedback to both the racers and participants when the cars actually zip down the track. During Slalom Time determinations, a pylon will be placed on the center dividing line every 2' feet beginning at the starting line. A delineator (line) should run across the width of track at the start line, the 12' foot mark, and 20 foot mark. It is recommended that a marker is used rather than tape so as to provide a smooth track surface.

B. Schematic Diagram:



IV. Divisions

A. Overview

1. BitDra-G events are separated into separate classes called *divisions*. Each division seeks to address a specific type of Bit Hobbyist and car configuration. A full BitDra-G competition using all divisions would effectively encompass the whole spectrum of Bit Hobbyists and range of car types (excluding track or lap races). Division races can be held simultaneously if enough square footage exists, however it is recommended that the BitDra-G competition be executed in division order, to build anticipation for the Super Modified races, as well as limit any chances of inadvertent frequency interference by participants and their controllers. The divisions are as follows:

Stock Box
Stock Modified
Open Modified
Super Modified
Showcase

B. Division Classes

1. (Tomy) Stock Box Class

The Box Stock class best showcases the off-the-shelf performance ability of the Bit. This division addresses new hobbyists, young enthusiasts, participants who may not own anything other than a basic kit, or do not wish to enter a modified category. This division provides the most regulation to assure fair performance ability between the contestants BitChar-G machine sets.

- a. 12' foot track length.
- b. Tomy BitCharG cars only
- c. Stock equipment - Box (kit) contents only
- d. Paired contestants must always race with identical motors and axle gearing. This rule supersedes all other exceptions, amendments & revisions for this division.
- e. No modifications can be made to the technical design and basic function of the cars.

- f. G-09 Trueno must race with medium stabius, medium tires, 9.86:1 gearing & microB 1.0 motor unless racing another Trueno, at which any combination of stock box (kit) contents may be used, so long as the gearing and motor type match.
- g. SE JGTC cars must race with 9.86:1 gearing and microB 1.0, unless racing another SE JGTC, at which time the box (kit) stock microB 2.6 and 8.25:1 gearing may be used.
- h. G-01/02/03/04 & Calsonic Racing SE must race with microB 1.0 and 9.86 gearing unless racing another G-01/02/03/04 or Calsonic Racing SE, at which time the box (kit) stock microB 2.2 and gearing may be used.
- i. Any stock (kit) car not equipped with a microB 1.0, and 9.86:1 gearing, must race with a microB 1.0 and 9.86:1 gearing, unless racing the same type of kit, at which time any combination of stock box (kit) parts may be used, so long as the gearing and motor type match.
- j. Modifications can be made to the controller.
- k. No OEM allowed
 - l. No Booster cars allowed
- m. No BitRacer cars or parts allowed.

2. (Tomy) Stock Modified Class

This division addresses the Tomy's upgrade parts and accessories market. This race class will exhibit and examine both the potential and limits of Tomys vision of the Bit hobby market. Bit hobbyists will have the opportunity to test their custom Bit combinations against others. While third-party products exist to enhance Bit performance, this category is limited to official Tomy parts and accessories designed exclusively for the Bit.

- a. 12' foot track length
- b. Tomy BitCharG cars only
- c. Stock modification parts and accessories allowed - Only official Tomy Bit Hobby setting parts and accessories (for BitRacer & BitCharG) permitted for enhancing performance.
- d. Paired contestants may use any combination of official Tomy Bit Hobby parts and accessories, including motors and gearing (motors and gearing do not have to match).
- e. Official Tomy parts and accessories must only be used properly in the manner and purpose for which they were designed.
- f. No modifications can be made to the technical design and basic function of the cars.
- g. Modifications can be made to the controller.
- h. No OEM
 - i. No Booster cars
 - j. No BitRacer cars.

3. Open Modified Class

This category is the designated proving ground for the second generation booster cars. This division is essentially the same as the Tomy Stock Modified Class, but allows clones and OEM models to participate as well. Booster sets inherently have an advantage over regular machine kits, but because many OEM and Clone machine kits come with a combination of higher performance parts, the playing field is leveled to some degree.

This division addresses the popularity of the micro RC genre by acknowledging the existence and availability of the many clones and variants of the original BitChar-G. While Tomy 'did' spearhead the emergence of the micro RC hobby outside of Japan, it was the economical price advantage and faster availability of the OEM and Clone products that filled the void created in the international markets. This division recognizes this portion of the Bit hobby market.

Because official Tomy affiliated retailers and distributors may find conflict in sponsoring an event that allows for the promotion of OEM and clone products, OEM and Clone participation may be omitted. However, if you are a Bit or micro RC enthusiast, it is advisable to retain this category in the interest of the proliferation of micro RC genre, and so as not to exclude this important market, which shares many of the same customers who buy Tomy's genuine Bit product.

- a. 12' foot track length
- b. OEM, Clone, BitCharG and Booster cars allowed.
- c. Paired contestants may use any combination of OEM, Clone, Booster, BitCharG, BitRacer parts, motors and gearing only.
- d. Parts must come from an OEM, clone, Booster, BitCharG, or BitRacer kit, or must be an accessory for any of the aforementioned kits, and is sold and marketed as such by the cars manufacturers themselves.
- e. No self-fabricated parts allowed.
- f. Parts and accessories must only be used properly in the manner and purpose for which they were designed.
- g. No modifications can be made to the technical design and basic function of the cars.
- h. Modifications can be made to the controller.
- i. No BitRacer cars.

4. Super Modified Class

This division is the highlight of the BitDra-G event. This class addresses the technical and expert hobbyists, and demonstrates the limitless possibilities of the micro RC hobby. It will constantly redefine the potential of the Bit Hobby by showcasing the end-users vision of it, which is limited only by the contestants ability to manifest his/hers ideas into an actual working machine.

Track Length is 20' feet. 8' feet longer than the standard length. Excellent or modified range is a basic mod and is considered a given to even ponder participating in this event. If this cannot be achieved, then this is not the event for you. Also, some booster cars may require a significant length to reach top speed when boosting. In reality, since you can stand up to halfway down the length of your side the track, you really only need to achieve 10' feet reception.

- a. 20' foot track length
- b. OEM, Clone, BitCharG, and Booster cars allowed.
- c. Paired contestants may use any combination of parts and accessories (both self-fabricated and commercial).
- d. Modifications can be made to the technical design and basic functions of the car (i.e. 2.4v powered, 6 wheels, front wheel drive, IR DigiPropo, etc.)
- e. Modifications can be made to the controller.
- f. Modifications, parts, and the cars themselves must remain 1/60th scale or smaller.
- g. Although parts and accessories are allowed from any other type of micro RC car 1/60th scale or smaller, the chassis must be that of a BitCharG or acceptable OEM or Clone. After all, this is a BitDra-G Competition.
- h. No Bit Racer cars.
- i. Custom chassis or pan chassis are allowable if fabricated from an original Bit Chassis or OEM/Clone chassis. In the event that the main determining factor (the chassis) is not genuine, it will be the determination of the Judge or Race Official if the sum of cars components and technology used is enough to qualify for inclusion. Elements to evaluate include but are not limited to the use of Bit or OEM/Clone parts, same or similar technology used (i.e. magnetic coil steering, Radio control, etc.), 1/60th scale or smaller and overall appearance. Inclusion is permissible if the Judge or Race Official determines the car to be *mostly or at least 51%* Bit.

5. Showcase Class

This *optional* class is a catchall for any cars or participants that do not easily categorize into the previous divisions. While the races are still officiated, there is no official winner. Any type of 1/60th scale or smaller Micro RC is allowed, as the purpose of this class is to showcase the technical differences between the dozens of micro RC toys out there. For example a *Takara Digi-Q* may race a *BitChar-G* or perhaps a *Yokomo Petit Maru* versus a *Nikko iRacer*

There should be no previous sign-up or entry for this event, and the etiquette for participating is similar to that of an illegal street quarter-mile drag. Once all the official divisions have completed, Race Officials will invite the audience to participate. 2 lines are formed, one line for each lane. A prospective racer signals his/her intent to race by lining up. The first contestant steps forward and occupies a lane, then waits for the next competitor in line to advance. Once two competitors are found, the race is officiated, a winner is decided, and the contestants clear the lane for the next two participants. It is important that the winner does not remain for the next race, because there is *no official winner*, but more importantly, the lack of regulation for the types of cars involved, may lead to a vastly superior car dominating the whole division.

This division event lasts for as long as the BitDra-G event organizers permit it. For example, the track can be opened to the audience for 30 minutes after the last official event. Because this is such a loosely regulated and informal division, organizers may run this part of the event as they see fit.

- a. 12' or 20' foot track length.
- b. Must be 1/60th scale or smaller.
- c. Micro RC cars permitted.
- d. Bit Racers permitted.
- e. non-RC cars permitted

V. Race Officiation

A. Overview

This section describes the execution and officiation a BitDra-G division race. A clear understanding of each element of the basic paired elimination drag race is key to a smoothly executed event. Each step is explained in detail below, and focusing on the primary purpose of each of the race's elements, should be sufficient to troubleshoot any issues that arise mid-race.

B. Pairing and Elimination

1. When signing up contestants, it is recommended that each division limit the number of entries to 16 persons per division. This will limit the number of elimination rounds to 5. They are as follows:
 - Initial Round: 16 competitors
 - Secondary Round: 8 competitors
 - Quarter Final: 4 competitors
 - Semi Final: 2 competitors
 - Final Round: Title Match
2. Winners of the first round of eliminations will be paired against each other again, for the next round of eliminations and so on until the final round, wherein a winner will be determined.
3. While this arrangement is ideal, it may not always be practical in some cases due to the growing popularity of the micro RC hobby. Event organizers may choose to allow up to 32 (or more) contestants to participate, if feasible for the size and resources of a given event. In such cases, we recommend separating the 32 contestants into two groups of 16 competitors each, for manageability. The final round winners of the two groups will then compete in 'final' final round match.
4. In the event that there is not enough participation to meet the initial round of 16 competitors, race organizers should make effort to limit the number of entries to an even number. Each subsequent round of eliminations will divide the number of advancing contestants in half, until a winner is decided.

5. Participants (of each group of 16, if more than one) will be initially paired in no particular order or manner, other than to avoid pairing two contestants having the same frequency. This will ensure the initial round of eliminations execute quickly. However, any subsequent same frequency stalemates are inevitable and must be decided through an "Official Time" determination, or if one or both of the contestants request, the determination may be made by "Slalom Time".
6. All time determinations due to a tie must be held after the normal race eliminations. Because both contestants in a tie have just run a race, the timed run will not be on an optimum charge. Furthermore, if the time determinations were held immediately after a race where a tie is declared, the participant whose time is determined first, will have an unfair advantage because his car will have had less discharge time as opposed to the participant who will be timed last, whose car will have accrued a longer discharge time. Postponing all time determinations due to a tie until after the normal race eliminations ensures a fair race.
7. Time determinations due to a same frequency stalemate do not have to be postponed as both contestants will have the ability to be timed on a full charge.

C. Race Positions

Race positions include the areas of responsibility for the judges and race officials, the operators box for competitors, and the proper placement of cars in the start area during staging.

1. Judges and/or Race Officials

- a. Ideally, there are three race officials per race, however any race can be officiated using only two officials.
- b. Each race must have a minimum of two race officials, also known as minimum crew. The first race official is positioned at the starting line. From this vantage point, the official will start the race, determine false-starts, decide restarts, and ensure proper placement of the vehicles at the start line.
- c. The second official is positioned at the finish line. He/she will determine a winner, or a tie. In the event of same frequency stalemates or ties with only minimum crew, this official is also the timekeeper responsible for starting the match and determining "Official Time" and "Slalom Time". It is necessary for the finish line official to start the match because he/she is has authority over the operation of the chronograph/stopwatch.
- d. Ideally, and if human resources permit, there is a third official known as the "Timekeeper". He/she is positioned at the finish line as well. He/she is responsible for starting the race and determining official time and slalom time, ensuring the track and track area is clear, the operators stay within the operators box, and monitors for any spectators who inadvertently turn on their controllers.
- e. Either official may decide a restart if necessary, but only the start line official may decide a false-start.

2. Operators (contestants)

- a. There are two operators (contestants) per race. Each operator will occupy 1 lane each. The operators position is the area within the 'operators box'. There is an operators box adjacent to each lane, and each operator will occupy his/her respective box. The operators box runs one half the length of the track, and includes the start area. The width of an operators box is irrelevant, as it is understood by all that being as close as possible to the track is most beneficial to the operator, however a width of 2-3 feet is recommended.
- b. The operator may not leave the operators box during a race, and the car must be able to complete the

length of the track from the transmitting position of the operator within the box. Operating the vehicle from the end of the operators box closest to the finish line will ensure the best possible transmission of signal.

3. Cars

- a. cars are to be positioned in the start area during staging. The cars must be placed completely behind the start line and may not be on, over or past the start line or any portion thereof. It is advisable to have an area (preferably a folding table) for contestants to prepare their vehicles. In this way, monitoring for controllers turned on during a race is easier.

D. Race

The race is divided into 4 phases. Those phases are Staging, Start, Run, and Finish. Each phase is explained in detail below.

1. Staging Phase

a. General Requirements

- i. All cars must have a body to race, regardless of division. Racing without a body delivers an unfair advantage. Modifications to the body are permissible depending on division.
- ii. All test runs should have been executed at the designated time prior to the start of the event, and/or during the downtime between divisions. Test runs prior to each race are not recommended because it unreasonably extends the events duration. However it is at the discretion of the event organizers to allow test runs prior to each individual race, if time and resource constraints permit. If allowed, it is recommended that contestants execute a test run immediately prior to their race and that contestants not be allowed to recharge their cars in the time between the test run and actual run.
- iii. Contestants are to report to the start area when called to stage their vehicles. Contestants will be asked to position their cars at the start line. The cars must be placed completely behind the start line. Cars may not be placed in front of, on top of, or over the start line or any portion thereof. The contestants will then wait for the start of the race.

2. Start Phase

a. Start Signal

- i. Once contestants have positioned their vehicles, race officials will ask operators assume their positions within their respective operators box. At this time, the race official will ask if both contestants are ready. Once confirmed, the start signal is given.
- ii. The start signal is the proverbial "Ready, Set, GO!", however any other convenient or more sophisticated means is allowable and encouraged.
- iii. False starts are considered a foul. A contestant who accumulates 3 or more fouls is automatically disqualified, and the opponent wins by default. False starts are determined by the official positioned at the start line. False starts require an immediate rematch (restart of the race). There is no penalty for the first foul, however a subsequent foul warrants a probationary warning, and a third and final foul results in disqualification and forfeiture of the race to the opponent, who wins by default.

3. **Run Phase**

The run is the phase after the start signal is given and the before the car crosses the finish line. There are several circumstances during this phase of the race that may warrant a rematch or disqualification.

a. Out of Bounds

Depending on circumstance, running out of bounds is a permissible foul. What this means is the contestant is allowed to complete the race in progress if possible, after running out of bounds. It is understood by all that running out of bounds already negatively affects the performance of violating competitor, so the contestant is given the opportunity to complete the race, if possible. The foul is recorded, and the outcome of the race is not affected by the foul, unless it is his/hers third foul, in which case the violating contestant will be automatically disqualified, and the opponent wins by default. No restart is necessary if there has not been a median crossing or collision. Inability to Steer

b. Out of Bounds (Median Crossing)

When a car crosses the median into the opposite lane during an elimination race, a foul is recorded against the violating operator. If the car crosses into the next lane ahead of, or adjacent to the opponents car, a restart is required because it is assumed that this maneuver, whether inadvertent or not, negatively affects the performance of the opposing contestant. If the car crosses into the next lane, behind the opponents car, the race may be completed, and a restart is not required, as the foul does not negatively affect the opponents performance.

c. Collisions

When a car crosses the median into the opposite lane during an elimination race, and collides with the opponents vehicle, the violating operator forfeits the race, and the opponent wins by default.

d. False Starts

A false start occurs when a contestant begins his/her run prior to the start signal being given. A foul will be recorded against the violating operator, and a restart is required.

e. Restart

A restart is when a race must be restarted because of a foul that affects the fairness of the race. Examples of fouls or events that warrant a restart include but are not limited to false starts, collisions, median crossings, etc.

4. **Finish**

a. Determination of Winner

A winner is determined by the official positioned at the finish line. The winner is the first contestant to cross the finish line.

b. Ties

A tie is declared when the race official observes both cars to have crossed simultaneously. A winner is then determined by Official or Slalom Time.

E. **Official Time Run**

- a. An official time run is executed the same as a normal race except the time trial is run individually and the timekeeper records the elapsed time of the run.
- b. A winner is determined by the contestant with the lesser run time, as determined by the official timekeeper.

F. Slalom Time Run

- a. A slalom is executed the same as a normal race except the time trial is run individually. A contestant must pass around all the cones to complete a slalom run. If a cone is missed, the contestant must circle and pass the cone again, adding time to the final time determination. A cone may be moved or nudged so long as the car both passes around and moves or nudges the cone on the proper side. The proper side is determined by which side a contestant chooses to begin his slalom run with. If the operator begins his slalom run passing around the right side of the first cone, each successive cone must be passed on the opposite side, alternating continuously until the last cone. The same formula applies if the run starts by passing around the left of the first cone. A car may not drive straight down the median nudging or pushing cones aside.
- b. A winner is determined by the contestant with the lesser run time, as determined by the official timekeeper.

VI. Rules Deviation and the Temporary Amendment List

A. overview

It is understood that not every event will have the right circumstances to execute a full BitDra-G competition, and it may be necessary to deviate and/or adapt these guidelines to accommodate the size or circumstances of the event. The BitDra-G guidelines recognizes this and has a standard method for quickly and easily amending the rules for this purpose. It is called the *Temporary Amendment List* or simply *New Rules*.

The standard notation for rules deviation is a clearly defined list of rules in two parts. The first part (or header) indicates what section of the guideline, if any, is being temporarily amended, such as **III.A.5.a**. If the rule is not addressed in the guideline at all, it is labeled as **E.S.R.** (Event specific rule). The following below is an example, but a real amendment list would be prominently placed along side a copy of these rules, perhaps as a cover sheet to the guidelines, or made available to participants elsewhere (i.e. Internet).

B. Example:

ESR All contestants must start from 6 inches behind the start line.

IV.A.1 Track length for stock races is 20' feet

VII. Revisions

A. Overview

This section covers the official revisions made to the BitDra-G guidelines. Take note to differentiate between an official revision to the guidelines versus a temporary amendment (See section V.A). An official revision is a permanent change to the BitDra-G rules. This change is made if the general consensus of Bit hobbyists feels a permanent amendment to the guidelines will better accommodate the sport of micro RC Bit racing. When a permanent amendment is made to the document, an entry will be made in the *revision record* (VI.C), indicating the said changes. A temporary amendment is a deviation of the standing rules outlined in this guideline, for the purpose of catering to a single event. Such ESR's (event specific rules) do not imply a need for change to the guideline, but rather a need to accommodate the circumstances of the specific event.

B. Administration

The current administrator of this document is listed in the *administrators list* (VI.D). As the hobby develops, it is logical to turn administration over to the entities or event organizers closest to or having the most experience hosting or participating in BitDra-G competitions. This collective decision making of Bit enthusiasts will help to serve as a system of checks and balances to ensure the guidelines meet and address the needs of its users.

This document will be hosted on the current administrator/s website, and will be made freely available to the Public. The newest revision must always be available, and it is the administrators responsibility to update the publicly available document in a timely manner when a revision is made. Each administrator is responsible for creating (1) outlet for the document to be publicly available (preferably through the Internet). A list of current administrators along with the mailing address and/or URL of their copy of the newest revision, will be maintained in section VI.C. Anytime a revision is agreed upon, and the guideline is updated, a copy of the newest revision must be sent to all the administrators on the list, and the links must be updated.

C. Revision Record

1. Date / version 1.X / Summary of Changes

- a. (Section changed or added here) **Actual changes** made here.
- b. **i.e.** (VI.C.1.b) Included an example of a revision record entry
- c. **i.e.** (VI.C.1.c):

Here is **another example** of a revision entry that shows how to enter a more detailed record. Perhaps the amendment is more complex and requires more space to completely document the entire changes. Real revisions should be entered below, and this example entry should be left in place.

2. 7-18-02 / version 0.9 / Initial Draft Proposed

- a. Initial Draft Ideas combined and presented as a complete document.
- b. Added Section VI. detailing Administration of guidelines
- c. Schematic track design graphic added
- d. Draft proposed to to several entities.

3. 8-07-02 / version 1.0 / Initial Draft

- a. Race Officiation Stand Operating Procedures added
- b. General Information updated.

D. Administrators List

Organization	Administrator	Contact or URL	Current Guideline available here:
QFM Racing	Jay Medina	http://questformadness.com	v1.0
Tiny RC		http://www.tinyrc.com	v1.0
Admirals Lair	Brent	http://communities.msn.com/theadmiralslair/	v1.0
AUS Micro	Derek	http://www.ausmicro.com	v1.0