
TOUR

Introduction

The objective of our organization, **Team of United Racers (TOUR)**, is focused on one goal; to coordinate rules for carpet oval 1/10th & 1/12th scale pan car racing. The rules and guidance package below addresses the carpet oval season from September 1st 2026 through May 1st 2027.

TOUR's objectives in coordinating carpet oval pan car racing are primarily to standardize the classes featured in oval racing, concentrate the classes to try and increase class counts, and to favorably impact the cost of pan car racing.

It is **NOT** the charter of TOUR to force racetracks or events to adopt these rules. TOUR recognizes that individual racetracks must adopt rules satisfying their local racers in order to survive financially; just as many tracks adjust ROAR and other rules to suit their local situation. By defining classes and rules, used for a TOUR series, we provide guidelines for local tracks while making it clear for the traveling racer what rules will be used at our events. Our hope is that racers enjoy the consistency and stability provided by these rules and choose to compete locally using the same rules, also in effect for our major events, leading to a natural adoption of these rules across the country.

TOUR Format

TOUR Board of Directors:

- Allan Arrington – Chairman
- Mike Boylan – Snowbirds Director
- Chuck Kleinhagen – Former ROAR President and BRL Director
- Kal Southworth – ROAR Technical Consultant

TOUR Officers:

- Steve Pemberton – President
- Nick Bell – Vice President
- Jeremy Gullo – Regional Representative – New York (Hooter's Tour Director)
- Nick Ellis – Regional Representative – Ohio
- Kurtis Bailey – Regional Representative - Florida

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- Scott Shoff – Regional Representative - Pennsylvania

The TOUR Board is the “oversight” side of the TOUR. It is made up of our most experienced people and are not required to be actively involved in the day-to-day operations of the TOUR. They are in place to review decisions, provide ideas and input, and serve a resource for the TOUR. The BOARD reviews the rules package that is presented annually, and votes on that rule package. The BOARD will also vote on all major decisions such as new classes, national event locations, major class modifications. The BOARD can also call into question any rule or topic and vote to change direction at any time. Votes are conducted by the Chairman and will include all board members, TOUR President, and TOUR Vice President each getting 1 vote.

The TOUR Officers along with the Regional Representatives represent the “operations” side of the TOUR. This is the “active” side of the TOUR, and TOUR’s “face” to the public. They conduct the day-to-day business of the TOUR, collecting feedback, developing new ideas for growth, and communicating the direction of the TOUR to the racers through email, Facebook, and live Podcasts. The TOUR Officers draft the rules package annually, to be submitted to the Board. The Officers have the right to make operational level decisions without BOARD review (i.e. product approvals, rule clarifications, etc.), in order to keep pace with the market needs, knowing that any decision or change can be called into question and be subject to a vote by the BOARD.

The Regional Representatives are the eyes and ears of the TOUR and expand our reach, giving racers across the country a larger group of people to reach out to with ideas, concerns, and feedback. They maintain an online chat to keep us up to speed with what is happening in the field.

TOUR is not a club. There are no members or membership dues. It is a sanctioning body made up of people with a desire to see carpet oval racing flourish. Its primary function is to develop a set of rules and procedures for carpet oval racing that are focused on providing stability for the present, and direction for the future. These rules are

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available for anyone to use (and modify as needed for their situation). But no one is forced to comply with these rules other than at events where the promoter states that TOUR rules are to be followed and enforced.

Class Guidelines

The class structure provided in these guidelines are the TOUR Championship Series classes used at major events and local tracks around the country. The tables below provide a quick synopsis of the class structure for 2025/2026 season followed by a brief description of the classes.

“Rubber Tire Classes”

<u>Class</u>	<u>Motor</u>	<u>Battery</u>	<u>Tires</u>	<u>Body</u>	<u>ESC</u>
Sportsman RTT	“Turn One” Tour Stock	ROAR	Approved Rubber Tires (Smooth Rule)	Truck Body (105g Min.)	Blinky
Stock RTT	ROAR / TOUR 17.5	ROAR	Approved Rubber Tires (Smooth Rule)	Truck Body (105g Min.)	Blinky
Super Stock RTT	ROAR / TOUR 13.5	ROAR	Approved Rubber Tires (Smooth Rule)	Truck Body (105g Min.)	Blinky

“Foam Tire Classes”

<u>Class</u>	<u>Motor</u>	<u>Battery</u>	<u>Tires</u>	<u>Body</u>	<u>ESC</u>
Stock	“Turn One” Tour Stock	ROAR	World GT	Gen 3 With Spoiler	Blinky
Pro-Stock	“Turn One” Tour Pro- Stock	ROAR	World GT	Gen 3 With Spoiler	Blinky
13.5 Super Stock	ROAR / TOUR 13.5	ROAR	OPEN	Cup style / Wing	Blinky

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Open Modified	Modified	ROAR	OPEN	Cup style / Wing	OPEN
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“12th Scale Classes”

<u>Class</u>	<u>Motor</u>	<u>Battery</u>	<u>Tires</u>	<u>Body</u>	<u>ESC</u>
12th Stock	ROAR / TOUR 17.5	ROAR	12th World GT	Cup style / Wing (90 gram Min.)	Blinky
12th Modified	Modified	ROAR	OPEN	Cup style / Wing (90 gram Min.)	Blinky

“SK Class”

<u>Class</u>	<u>Motor</u>	<u>Battery</u>	<u>Tires</u>	<u>Body</u>	<u>ESC</u>
SK	ROAR / TOUR 17.5	ROAR	World GT	SK Body (51 gram Min.)	Blinky

“Expo Class”

<u>Class</u>	<u>Motor</u>	<u>Battery</u>	<u>Tires</u>	<u>Body</u>	<u>ESC</u>
LPR Truck	Hobbywing Justock 25.5	ROAR	CRC LPR Rubber Tire	Truck Body (105g Min.)	Hobbywing Justock or Stock Spec 1S

SHORT TRACK RECCOMENDATION

Many tracks throughout the country cannot support the speeds of some of the National classes. In the spirit of consistency between

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tracks, TOUR suggests smaller tracks simply reduce the motor size while leaving the remaining rules intact for each class.

SPORTSMAN RTT (21.5)

This class features:

- Approved NASCAR Truck style body,
- “Turn One” TORC5002 Stock Motor
- ROAR approved 1-cell battery,
- Approved Rubber Tires,
- Any 1/10th pan car chassis,
- 5mm minimum ride height,
- 39 oz. minimum weight
- Minimum body weight = 105 grams. Underweight bodies can be corrected only by adding weight to the centerline of the roof, hood, or trunk.
- Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times.
- NO SPOOLS, diffs only.
- Driver eligibility for this class is limited to “Sportsman” level racers as defined by TOUR/Event Promoter.

Stock RTT (17.5)

This class features:

- Approved NASCAR Truck style body,
- ROAR/TOUR approved 17.5 motors,
- ROAR approved 1-cell battery,
- Approved Rubber Tires,
- Any 1/10th pan car chassis,
- 5mm minimum ride height,
- 39 oz. minimum weight
- Minimum body weight = 105 grams. Underweight bodies can be corrected only by adding weight to the centerline of the roof, hood, or trunk.
- Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times.

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Super Stock RTT (13.5)

This class features:

- Approved NASCAR Truck style body,
- ROAR/TOUR legal 13.5 motor,
- ROAR approved 1-cell battery,
- Approved Rubber Tires,
- Any 1/10th pan car chassis,
- 5mm minimum ride height,
- 39 oz. minimum weight
- Minimum body weight = 105 grams. Underweight bodies can be corrected only by adding weight to the centerline of the roof, hood, or trunk.
- Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times.

Stock (21.5 “Turn-1”)

This class features:

- Approved NASCAR Gen 3 style body,
- “Turn One” TORC5002 Stock Motor
- ROAR approved 1-cell battery,
- Approved World GT foam tires
- Any 1/10th pan car chassis,
- 4mm minimum ride height,
- 36 oz. minimum weight
- Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times.

Pro-Stock (17.5 “Turn-1”)

This class features:

- Approved NASCAR Gen 3 style body
- “Turn One” TORC5001 Pro-Stock Motor,
- ROAR approved 1-cell battery,
- Approved World GT foam tires
- Any 1/10th pan car chassis,
- 4mm minimum ride height,
- 36 oz. minimum weight

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- No minimum body weight
- Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times.

Super Stock (13.5)

This class features:

- Approved NASCAR OPEN Cup style body
- ROAR/TOUR approved 13.5 motors
- ROAR approved 1-cell battery,
- Open Tires, *
- Any 1/10th pan car chassis,
- 4mm minimum ride height,
- 36 oz. minimum weight
- No minimum body weight
- Racers have the option of using a rear wing and/or a spoiler.
- Removal of material from the back of the body is allowed.
- Any ESC may be used

*(Racers may use any foam tires intended for use on 1/10th scale pan cars, except for the pearl/white/gray/black/silver families [including BSR yellow ring tires] or equivalent compound/family from any manufacturer.)

INTENT: To preserve the integrity of the racing surface.

Open Mod (Modified)

This class features:

- Approved NASCAR OPEN Cup style body
- ROAR legal modified motors may be used.
- ROAR approved 1-cell battery,
- Open Tires, *
- Any 1/10th pan car chassis,
- 4mm minimum ride height,
- 36 oz. minimum weight
- No minimum body weight

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- Racers have the option of using a rear wing and/or a spoiler.
- Removal of material from the back of the body is allowed.
- Any ESC may be used
- Receiver packs are legal (under 500 mah)

*(Racers may use any foam tires intended for use on 1/10th scale pan cars, except for the pearl/white/gray/black/silver families [including BSR yellow ring tires] or equivalent compound/family from any manufacturer.)

INTENT: To preserve the integrity of the racing surface

1/12th Stock (17.5)

This class features:

- Approved 12th Scale NASCAR OPEN Cup style body
- ROAR/TOUR legal 17.5 motor,
- ROAR approved 1-cell battery,
- Approved 12th Scale WGT compound tires,
- Any 1/12th pan car chassis,
- 3mm minimum ride height,
- 31 oz. minimum weight
- Minimum body weight = 90 grams. Underweight bodies can be corrected only by adding weight to the centerline of the roof, hood, or trunk.
- Racers have the option of using a rear wing and/or a spoiler.
- Removal of material from the back of the body is allowed.
- Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times.

1/12th Mod (Modified)

This class features:

- Approved 12th Scale NASCAR OPEN Cup style body
- ROAR legal modified motors may be used.
- ROAR approved 1-cell battery,

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- 12th scale Open Tires, *
- Any 1/12th pan car chassis,
- 3mm minimum ride height,
- 31 oz. minimum weight
- Minimum body weight = 90 grams. Underweight bodies can be corrected only by adding weight to the centerline of the roof, hood, or trunk.
- Racers have the option of using a rear wing and/or a spoiler.
- Removal of material from the back of the body is allowed.
- Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times.

*(Racers may use any foam tires intended for use on 1/12th scale pan cars, except for the pearl/white/gray/black/silver families [including BSR yellow ring tires] or equivalent compound/family from any manufacturer.)

INTENT: To preserve the integrity of the racing surface

SK Car

This class features:

- Approved SK style body
- ROAR/TOUR legal 17.5 motor,
- ROAR approved 1-cell battery,
- Approved World GT foam spec tires
- Any SK chassis meeting the guidelines (see Appendix D),
- 4mm minimum ride height,
- 31 oz. minimum weight
- Minimum body weight = 51 grams. Underweight bodies can be corrected only by adding weight to the centerline of the roof, hood, or trunk.
- Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times.
- Other specifics of class rules defined in Appendix D

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“Expo Class” LPR RTT (25.5)

This class features:

- Approved NASCAR Truck style body,
- Hobbywing Justock 25.5 Locked Timing Motor: (P/N 30408013)
- No other rotor besides the stock rotor P/N 07-12.3*25.2-FSSA will be permitted
- ROAR approved 1-cell battery,
- CRC LPR Rubber Tires (P/N: 2315 & 2316)
- Any 1/10th pan car chassis,
- 5mm minimum ride height,
- 37 oz. minimum weight
- Minimum body weight = 105 grams. Underweight bodies can be corrected only by adding weight to the centerline of the roof, hood, or trunk.
- Electronic Speed Controls (ESC): Hobbywing Justock (Version 2 or 3) P/N 30112000 & 30112003. Hobbywing Stock Spec 1s P/N 30112751.

General Rules

Batteries

Only 1-cell LiPo batteries (nominal voltage; 3.7V or 3.8V) having received ROAR approval are to be used. Label must be clearly visible.

Single Power Source

In all TOUR classes the 1-cell LiPo main battery is the only power source permitted for **any** electronics in the car (i.e. receiver packs are no longer permitted). The only exception to this is the Open Modified and 12th Modified classes, where receiver packs are permitted.

Electronic Speed Controls (ESC's):

(TOUR Sportsman 21.5 RTT, 17.5 RTT, 13.5 RTT, Foam Stock 21.5, Foam Pro-Stock 17.5, 13.5 Super Stock, 12th Stock, 12th Mod, SK)

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Competitors must use an ESC approved by ROAR for Spec use. The ESC must be set to the Sportsman mode (i.e. no timing boost, cheat modes, etc.) **at all times** when used in these classes. No wirelessly configurable ESCs are permitted in these Spec classes. No Delayed Turbo.

ESC's hardware and software version used in a TOUR Championship event must be available to the racing public through normal distribution channels at least 30 days prior to the date of the event.

Any questionable ESC is subject to further analysis and may be removed and held during an event at the race director's discretion.

Also, no driving enhancement radio or gyros (AVC) may be used.

No modifications to the ESC circuitry are permitted. This includes but is not limited to jump circuits, extra non-factory wiring configurations that include extra components such as buck boost circuits in the motor drive circuit and/or low ESR/super capacitors. Normal Factory supplied components that are available to the general public are allowed in the configuration suggested by the manufacturer of the ESC. No Low ESR or Super Capacitors will be allowed. Any manufacturer that offers a Low ESR or Super Capacitor as part of their standard ESC offering must offer a low cost electrolytic cap as an option as well. This low cost electrolytic cap must be approved by the TOUR and will be all that is allowed for competition.

Factory supplied capacitors, if wrapped in heat shrink, must be identifiable. Therefore, only clear transparent heat shrink is allowed. The TOUR will maintain a list, with pictures to assist in tech, of the normal factory supplied components for each ESC.

Modified classes may use receiver packs, can modify ESC circuitry as necessary, and can use any capacitors in their configuration.

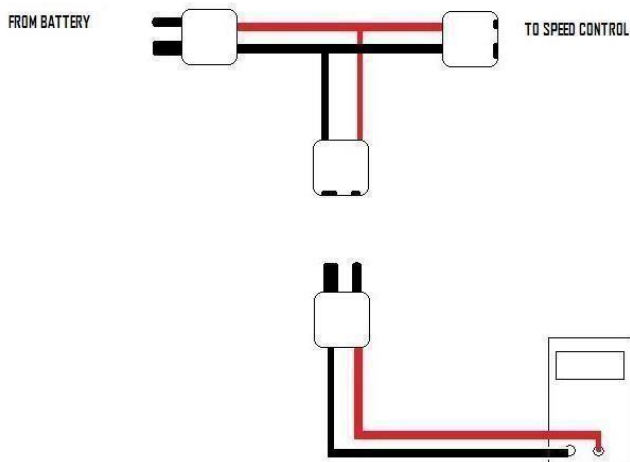
Voltage Limits

1s LiPo batteries may be charged to a maximum of 4.22v per cell, regardless of their nominal rating. Batteries presented to Tech over the 4.22v max voltage per cell must be drawn down to 4.20v per cell before they will be permitted to race. This should prevent the problem with voltage creep back up over the legal limit.

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Voltage verification to be done as part of standard pre-tech race procedure

- 4.22V per cell is not only the maximum voltage per cell that LiPo batteries may be charged to.....it is the maximum voltage per cell allowed to be presented to the motor drive circuitry for the purpose of powering your car.....period.
- Any attempt to use a secondary source of power (receiver pack battery or booster) to drive the motor at a higher voltage than 4.22V per cell is prohibited. No sneak circuits, no gray areas. This is blatant cheating.
- If any violation of this rule is suspected, the race director has the right to perform an “in-line test” of the car’s operating voltage on the starting grid. A connector wired in the configuration below will detect all voltage influences on the motor drive circuitry.



- Voltage manipulation of any sort is a serious issue affecting our mutual safety. In an attempt to verify any tampering, the following measures will be taken:
 - Random voltage measures on the racing “grid”

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- Random post-race voltage measurements to detect irregular high “end-point” voltage after a run
- If either of these tests point to an irregularity, the race director reserves the right to impound the car for further inspection. (i.e. disassembly of the battery and/or motor) It is further recommended that the results of these measurements/inspections be made public to ensure the comfort and credibility of all involved.
- All battery mfg. labels must be clearly visible. Any battery presented without label will not be allowed.

Motors

“Turn One” Spec motors have been defined for 21.5 Sportsman RTT, 21.5 Foam Stock, and 17.5 Foam Pro-Stock classes.

ROAR motor rules apply for 12th Scale Stock, SK, 17.5 RTT, 13.5 RTT, and 13.5 Super Stock. Any ROAR legal 17.5 or 13.5 spec motor listed on the ROAR website

(https://www.roarracing.com/approved_brushless_motors.php) can be used under 3 conditions:

- Motor must have completed the ROAR approval process and listed as “approved” on or before August 31st, 2026. (Summer season approval date is on or before May 1st, 2027).
- Motor must be within 4 years of its approval date. ROAR Motor approvals are valid for 4 years from date of approval. After the initial 4-year approval period expires for any given motor, the manufacturer must resubmit current samples of that motor to ROAR for a new inspection if they desire that it remain on the list of approved motors for another 4-year period. Manufacturers are solely responsible for knowing when a prior motor approval is due to expire and for initiating the renewal process.
- Motors must be available to the racing public (as determined by the judgement of the event promoter) through normal distribution channels at least 30 days prior to the date of the event

Appendix E of this document will list the approved motors.

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NOTE: The new ROAR motor rules are in full effect, eliminating the use of thermal epoxy on the winds. Epoxied motors expire in December of 2026. Since that is in the middle of our season, the TOUR is extending the approval deadline of epoxied motors until the end of our season, May 1, 2027.

Heat sink “paste” will be treated in the same fashion as thermal epoxy. No heat sink paste will be allow on the motor winds.

Any motor presented to tech that shows signs of tampering or are below spec may not be returned. It is totally up to the Race Directors discretion.

Most Mfgs. have agreed to replace a stator that is a factory mistake. Tampered motors will not be replaced.

TOUR reserves the right to modify the list of allowed motors to preserve a sportsman-like competitive atmosphere.

Rotors

“Turn One” Spec motors must use the stock USGT rotor (Part #: GRC2002). All ROAR/TOUR motors may only use rotors approved by ROAR for the specific motor may be used.

Max rotor diameter is 12.51 mm. No modified rotors, except in the Modified classes.

Cooling Fans & Heat Sinks

No cooling apparatus may be used, other than a single fan, up to 30mm in size. Aluminum motor heat sinks may be used. Plastic or 3D printed heat sinks mat also be used.

Vented Endbells

Vented or upgraded motor end bells produced and sold through regular distribution channels by the original motor manufacturer and approved by TOUR will be legal in all TOUR classes. No Hybrid motors.

TOUR Stock Motor Rules

Motor for this class will be the “Turn One” TORC5002 Stock Motor This is a rebuildable motor. Rotors, sensor boards, and stators are interchangeable. Standard hybrid ceramic bearings (steel/ceramic) may be added. Minimum Stator Resistance for this motor is a 56.0 milliohm two-pole resistance “average” of the AB, AC, and BC poles

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when measured at 25 degrees Celcius (77 degrees Fahrenheit). This is a “hard” measurement, not subject to the 99% testing rule.

Screws in motor must remain stock. Stainless steel screw kits are not legal. Neither are titanium screws or any other non-magnetic hardware. Stock timing ring must be used.

TOUR Pro-Stock Motor Rules

Motor for this class will be the “Turn One” TORC5001 Pro-Stock Motor. This is a rebuildable motor. Rotors, sensor boards, and stators are interchangeable. Standard hybrid ceramic bearings (steel/ceramic) may be added. Minimum Stator Resistance for this motor is a 33.8 milliohm two-pole resistance “average” of the AB, AC, and BC poles when measured at 25 degrees Celcius (77 degrees Fahrenheit). This is a “hard” measurement, not subject to the 99% testing rule.

Screws in motor must remain stock. Stainless steel screw kits are not legal. Neither are titanium screws or any other non-magnetic hardware. Stock timing ring must be used.

25.5 LPR RTT Motor Rules

Motor for this class will be the Hobbywing Justock 25.5 Locked Timing Motor: P/N 30408013. No other rotor besides the stock rotor P/N 07-12.3*25.2-FSSA will be permitted. Minimum Stator Resistance for this motor is a 102.0 milliohm two-pole resistance “average” of the AB, AC, and BC poles when measured at 25 degrees Celcius (77 degrees Fahrenheit). This is a “hard” measurement, not subject to the 99% testing rule. No motors below this limit will be allowed. Maximum Motor Timing 47.9 degrees.

Resistance Measurements (12th 17.5 Stock, 17.5 SK, 17.5 RTT 13.5 RTT, and 13.5 Super Stock)”

The TOUR will follow ROAR’s guidelines in the measurement of stator resistance to determine legality for motors used in the 12th Stock, SK, 17.5 RTT 13.5 RTT, and 13.5 Super Stock classes. These class use “open” ROAR motors.

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The TOUR will “screen shot” the list provided by ROAR on their website on September 1, 2026, and publish it in Appendix E of this document. This will give the racer a clean list of motor options available to choose from during the season. This list also provides the resistance numbers for each motor that incorporates the “1% tolerance”. Therefore, the number listed is the hard bottom line number for each motor, and will be the lowest measured resistance allowed between any two poles using an Instek GOM 802/804/805 milliohm meter and a motor temperature of 25°C (77°F).

Heating & Cooling (*Batteries and Motors*)

Batteries max temp will be 90 degrees; motors must be no less than 5 degrees below the ambient temperature of the track area when the vehicle is presented for tech inspection. Racers will not be able to race if battery temp is too high or motor temp is too low. Fans will be allowed (ambient air), No forced cooling of batteries allowed (freeze spray, etc.) or any other product used to cool the battery.

Lipo sacks will be required at all TOUR events!

Rubber Tires

- Rubber Tire Classes to use approved F1 style Rubber Tires with stock inserts. All 4 tires must be from the same submitted set. Brand mixing is not permitted. Approved tires are as follows:
 - **CRC** GT-R rubber tires. Part #23111(Front); #23121(Rear)
 - **Excelerate** WGT-R Pre-Mount Rubber Tire Set (CM/CS); Part #XCE-3077 (Set of 4); Part #XCE-3075 (Front); Part #XCE-3076 (Rear)
 - **BSR** 1/10 Race Radials for Oval/WGT-R Part # RR-1000
- Tire balancing is legal.
- Must use manufacturer supplied stock inserts only, with the front inserts in the front tires, and the rear inserts in the rear tires. No Modifying inserts or “double stuffing” of inserts will be allowed. You are not allowed to add anything to the inside of the tire, no

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duct tape, no glue (to the inside), or anything else that did not come from the factory. You are not allowed to modify the air holes of the rim. This means that you cannot plug them, make them smaller, or make them bigger. **The intent here, is to run these tires as provided with no tweaks or modifications AT ALL. PERIOD.**

- **“Smooth” Rule:** In an effort to keep rubber tire racing easy, convenient, more affordable and fun, we are instituting a “Smooth Tire Rule” for rubber tires. The goal here is to eliminate the need for tire prep work that includes truing, sanding, paddling, grinding or ruffling the tires. We hope to return rubber tire racing to its intent, which was more of a “plug and play” approach.

Tires must show no other signs of wear, other than **“normal use”**. (After many seasons of racing, we have gathered plenty of data on the long-term use and wear “pattern” of a tire that have experienced **“normal use”**.)

The normal pattern of wear on a Rubber tire is a slow forming “wear ring”. This ring is parallel to the direction of travel or rotation and slowly gets deeper as the tire wears. This ring appears after many runs. Other than that wear ring, the Rubber tires do not show any signs of surface deformation under normal use, and there are **NO** perpendicular lines or waves of surface imperfection. Under normal use, the tire surface stays flat and the race surface of the tire stays smooth race after race and will not show any ridges, ruffles, graininess or any “waves” of wear. Thus, if a tire shows signs of anything but a smooth surface, it has experienced some other outside factor other than racing the tire on a carpet surface.

- **Therefore, all rubber tires presented at tech must comply to these guidelines:**

- The tire surface must be smooth and free from texturing or waves.
- The tire cannot be trued, ground, filed, touched or manipulated * in any way with a tool or object.

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- No drills, dremel, truing, sanding, paddling or grinding the tires. The only thing that should touch the tire is the carpet you will race on.
- The tire surface cannot show ANY sign of waves, ruffles, texture or lines. No past “shadow” texturing, or faint ghosting patterns. Smooth surface ONLY.
- No grinding the “bead” or mold line. If you feel the tire needs to be “broken in”, do it on the carpet track. Run it in advance, let the carpet racetrack do the work.
- If you raced in the past on some kind of surface that left anything but a smooth surface, those tires will not be legal for use. Smooth surface only.

1/10th Scale Foam Tires

- Any foam tires intended for 1/10th scale pan cars may be used in the 1/10th scale 13.5 Super Stock class, or Pro Modified class except for BSR yellow ring tires or equivalent compound.
- 1/10th scale World GT Tires are the **only** tires allowed for use in SK, 21.5 Foam Stock and 17.5 Foam Pro-Stock. World GT Tires must meet the following specifications:
 - Tire and wheel must meet ROAR 10th scale specifications
 - Tire compound to be Japanese R4 compound, 38 shore
 - Tires must have an identifier ring of purple or blue colored foam visible around the circumference of the tire
 - All 4 tires must be of the same style and type from a single manufacturer. Brand mixing is not permitted.
 - Tires meeting the above criteria will be considered legal for use after samples are submitted and approved by TOUR.

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10th Scale Approved WGT List

- BSR
- CRC
- Contact
- Excelerate
- Race More RC
- Jaco Tires (white rim with purple or blue stripe)

*** Tampering with or deviating from the original foam (Japanese R4 compound) in any way could result in disqualification from an event and suspension from any TOUR event for up to one year (including the Snowbirds, Ovalmasters, and TOUR Nationals).*

1/12th Scale Foam Tires

- Any foam tires intended for 1/12th scale pan cars may be used in the 1/12th scale Modified class except for white/gray family or equivalent compound.
- 1/12th scale World GT Tires are the **only** tires allowed for use in 1/12th scale 17.5 Stock class. 1/12th scale World GT Tires must meet the following specifications:
 - Tire and wheel must meet ROAR 12th scale specifications
 - Tire compound to be Japanese R4 compound, 38 shore
 - Tires must have an identifier ring of purple or blue colored foam visible around the circumference of the tire
 - All 4 tires must be of the same style and type from a single manufacturer. Brand mixing is not permitted.
 - Tires meeting the above criteria will be considered legal for use after samples are submitted and approved by TOUR.

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Current 12th Scale Approved WGT List

- BSR Tires
- CRC (exception of “Striper Tires”. Part #2231 & 2233)
- Contact
- Excelerate
- Race More RC
- Jaco Tires (white rim with purple or blue stripe)
- (Current offerings from Alti and JFT are not allowed)

*** Tampering with or deviating from the original foam (Japanese R4 compound) in any way could result in disqualification from an event and suspension from any TOUR event for up to one year (including the Snowbirds, Ovalmasters, PRW, and TOUR Nationals).*

Weight Minimums

- All 1/10th scale Foam Tire classes - 36 oz.
- All 1/12th scale Foam Tire classes - 31oz.
- RTT (1/10th scale Rubber Tire classes) - 39 oz.
- SK Foam Tire classes - 31 oz.

Body Rules

Bodies may be submitted for approval to TOUR. Once approved and available for purchase they will be added to the list of approved bodies for the appropriate classes.

Bodies must be approved and available to the public through normal distribution channels. No scraping of bodies will be allowed in the TOUR Sportsman 21.5 RTT, 17.5 RTT, 13.5 RTT, 25.5 LPR RTT.

Bodies used in competition are required to have the minimum details of numbers, headlights, and grills. Numbers must be displayed on the doors and roof with minimum sizes of 1 ¾” and 2.5” tall, respectively. All details may be painted or stickered and must be scaled appropriately.

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Three types of bodies have minimum body weights; Truck (105 grams), 12th scale car (90 grams), and SK (51 grams). All commonly available bodies in each of these classes, once painted and/or decaled, should weigh very close to these minimum weights. ANY additional weight added to the body, beyond paint and “reasonably symmetric” exterior decals, must be added to the centerline of the roof, hood, or trunk. If more than 5 grams of weight needs to be added, to reach the minimum weight, the body will be subject to further inspection.

Pre and Post Race Tech:

All Cars will be presented to pre-race tech and pass all rules required to race. They must also pass post-race inspection or be DQ'd. It is the racers' responsibility to know the rules of the class they have entered. It is the racers' responsibility to mount all accessories to the chassis in a way they cannot come off during completion. It is also the racers' responsibility to insure all electronic in their cars are operating correctly so there are no issues during the race. (battery, ESC, transponder etc.)

Truck Body (TOUR Sportsman 21.5 RTT, 17.5 RTT, 13.5 RTT, 25.5 LPR RTT)

- 2" spoiler max (no side dams attached)
- Tailgate/rear bumper must be left in
- We will be using a 1.7" measurement from the top of the tailgate to the point where the truck body cut line needs to be, as a standard measurement for all 10th scale trucks, regardless of where the mold line is. This will provide a constant cut for all brands
- Holes may be drilled in the body for the purpose of mounting the body or transponder. Any other holes in the main body surface area, for any other reason, are prohibited.

TOUR

- Body must be centered (front to back) in alignment with the mold lines for the front wheel wells, within a reasonable tolerance.
- Minimum Body weight = 105 grams

(ANY additional weight added to the body, beyond paint and “reasonably symmetric” exterior decals, must be added to the centerline of the roof, hood, or trunk. If more than 5 grams of weight needs to be added, to reach the minimum weight, the body will be subject to further inspection.)
- RTT Minimum roof height: 4 1/2".
- Truck Bodies used in the Expo LPR-RTT will be tech'd at the old foam tire roof height of 4 3/8"

Stock Car Body – (NASCAR Gen 3)

Bodies must resemble NASCAR Gen 3 or Gen 7 Style cars and be approved by TOUR. TOUR will approve bodies at its discretion after submission by manufacturer.

- Minimum roof height of 4 1/4"
- Minimum height at the center of hood @ the centerline of the front axle – 2 1/2 inches
- Rear of body only trimmed as high as the trim line. No air relief holes above the trim lines in the rear. (i.e. leave rear of body in)
- We will be using a 2.0" measurement from the top of the trunk to the point where the car body cut line needs to be, as a standard measurement for all 10th scale Gen 3 cars, regardless of where the mold line is. This will provide a constant cut for all brands.

TOUR

- Body must be centered (front to back) in alignment with the mold lines for the front wheel wells, within a reasonable tolerance.
- Holes may be drilled in the body for the purpose of mounting the body, wing, or transponder. Any other holes in the main body surface area, for any other reason are prohibited.
- Front of body (ahead of front wheel wells) must be trimmed on the manufacturer's molded in cut line or to provide a minimum splitter height of 2mm if a cut line is not provided.
- **INTENT of the Rules: Cut the body on the body line and don't rake or slam the body.**
- For all approved bodies a spoiler with a maximum height of 1.5" from the deck lid may be used. Wings of any type may not be used.

Open Bodies (13.5 Super Stock & Pro Modified)

Bodies must resemble mid 2000's NASCAR Cup cars and be approved by TOUR. TOUR will approve bodies at its discretion after submission by manufacturer.

- No Minimum roof height or hood height.
- Back of car bodies **may** be cut out
- 1.5" spoiler max (no side dams attached)
- Holes may be drilled in the body for the purpose of mounting the body, wing, or transponder. Any other holes in the main body surface area, for any other reason, are prohibited.

TOUR

1/12th Bodies Stock (12th scale Stock & 12th Scale Modified)

Bodies must resemble mid 2000's NASCAR Cup cars and be approved by TOUR. TOUR will approve bodies at its discretion after submission by manufacturer.

- No Minimum roof height or hood height.
- 1.5" spoiler max (no side dams attached)
- Back of car bodies **may** be cut out
- Minimum Body weight with Wing = 90 grams

(ANY additional weight added to the body, beyond paint and "reasonably symmetric" exterior decals, must be added to the center line of the body on the roof. If more than 5 grams of weight needs to be added, to reach the minimum weight, the body will be subject to further inspection.)

- Holes may be drilled in the body for the purpose of mounting the body or transponder. Any other holes in the main body surface area, for any other reason are prohibited.

SK Bodies

- Bodies must be approved or meet the approved dimensions prior to racing.
- The front windshield, rear window and front seat windows must remain intact. Back seat windows can be cut for tire clearance.
- Top of the highest point on the body's roof must be no lower than 3.50" off the top of the racing surface. Spoilers do not count towards the minimum body height.
- The front nose of the body must extend forward of the front suspension a-arm mounts or to the front bumper.

TOUR

- The rear portion of the body must remain intact. Both upper and lower rear bumper lines must be left in the body or 1-7/8" from the racing surface, whichever is lower.
- A spoiler may be added to the rear of the body. It must be a flat sheet of lexan and project no further than 1.5" in any direction off the back of the body and be no larger than 4.5" wide. No side dams, wicker bills or curvatures are allowed.
- Steering servo and servo saver must remain under the body.
- Bodies are suggested to have three numbers on them. One on the roof and one on each side.
- Wings are not allowed except for cap tire racing.
- Minimum weight for a painted body is 51g ready to race. If a body is below 51g any weight (excessive stickers, wraps, glue, super thick paint, etc.) must be added to the inside of the body at the highest point on the body to reach minimum weight or added as a bolt on air cleaner.

(Fabricated lexan bodies (Panel type) are not legal. Only bodies from the list in appendix A, are allowed for competition)

Race Director's Discretion:

TOUR has done its best to define rules encouraging fair and competitive racing. We have focused on defining simple, clear, and understandable rules.

We realize it is the nature of every racer to push the limits, but the time and energy required to write an "airtight" rules package is not available to us. (And we don't have the money to pay an attorney to write R/C rules.) Therefore, we ask that each of you adhere to the rules listed and follow the common sense guideline that we have all observed for over 20 years. These are the "generally accepted guidelines" that usually go without saying and simply follow ROAR's most basic oval guidelines (i.e. wheelbase, width, tire [type, diameter, & width], single speed, one-piece drive axle only, etc....)

TOUR

However, in the event that there is a question or discrepancy, the Race Director has the FULL AND EXCLUSIVE AUTHORITY to interpret the rules. His or Her decision is final for the purposes of that event.

The TOUR reserves the right to edit and/or “repair” the rules listed above to account for oversight, unforeseen circumstances and /or in the interest of promoting fair competition.

APPENDIX A

Approved Body and Wing Guidelines:

- **Approved Bodies for 10th Scale Truck Classes:**
 - Protoform 1227-21
 - McAllister 218/ 300/301/302
 - RJ speed 1050
 - Next Oval Body (NOB) "Rockwell" #01103
 - Next Oval Body (NOB) "FRT" #01260
 - Next Oval Body (NOB) "RG Speed"
 - Next Oval Body (NOB) "CRT"
 - Mon-Tech Racing Part #MB-022-012
 - SuperRad SR-21 SuperTRK10
 - SuperRad SR-23 SuperTRK10
 - Excellerate XCE-0500

TOUR

- **Approved Bodies for 10th Scale Stock Classes:**
 - Protoform Gen 3 (part # 123221, 1237-25, 1233-25)
 - McAllister Part # 277 / 298 / 299
 - Mon-Tech Racing Part #MB-022-011 "Darlington"
 - Next Oval Body (NOB) "GEN-S"
 - Super Rad SR-27 SuperMero 1/10 Oval Stock Car body

- **Approved Bodies for 13.5 Super Stock, & Pro Modified**
 - Protoform C-HD, D-HD, and T-HD
 - McAllister 293 / 294 / 317
 - Salvas CarpetBoss
 - Next Oval Body (NOB) "MGC"
 - Mon-Tech Racing Dega Part #MB-022-010
 - Mon-Tech Racing Dega 2.0 Part #MB-022-010.1
 - Aero1 G7
 - SuperRad SR-26

- **Approved Bodies for 1/12th 17.5 Stock and 1/12th Mod:**
 - PRW LightSpeed
 - McAllister Monte Carlo #95
 - McAllister Flying M Stocker (Charger) #94
 - Aero-1 1/12 Charger
 - Next Oval Body (NOB) Supar 12
 - Next Oval Body (NOB) Supar X

TOUR

- SuperRad SR-25

- **Approved Bodies for SK:**

- Wind Tunnel WT20
- Beefy Products S/K body
- KSKT Racing Products Mantis
- KSKT Racing Products Phantom
- McAllister Racing #270 Stafford Modified SK
- Leading Edge SK1 Body
- Aero1 SK11
- KSKT/McAllister Boss #322
- SuperRad RC SR-22

Wing/Mount Guidelines:

- Wings can be used in the following classes (17.5 "Expo" Pro Stock, 13.5 Superstock, Pro Modified, 1/12th Stock, and 1/12th Modified). Wings & mounts may be used subject to the following specifications:
 - Max width: 8"
 - Side-dam max height: 2"
 - Side-dam max length: 3.75"
 - Chord max: 3"
 - Wing side dams may touch the body, but cannot be hard mounted to the body
 - Maximum of 3 wing mounts
 - Wing & mount must be separate pieces. (i.e. Side dam or chord cannot mount directly to body. Mount and side panels cannot be one piece.)
 - Wing mounts cannot be higher than the roof line of the car.

TOUR

APPENDIX B

TOUR's Position on Tire Traction:

Over the last 15 years, there has been an increase in major racing events held on temporary race tracks assembled in public venues. The need to limit offensive odors in these venues, has given rise to the use of several lines of tire tractions commonly referred to as “odorless” or “low odor”, as an alternative to the high wintergreen and toluene order of older traction compounds. Though a solid definition of the term “low odor” is difficult, there seems to be a general understanding that has been observed over time. The recent rise in popularity of rubber tire racing has resulted in a number of new tire traction compounds, which do not conform to this 15 yearlong general understanding. The goal is to minimize odor, protect the racing surface, and provide a common traction platform that adds to the overall “grip” of the racing surface rather than creating a slippery surface from the use of dissimilar solvents. Therefore the TOUR offers the following guidelines:

- Tire traction is ALWAYS a local decision. Race promoters/building owner's rules overrule everything.
- Tire traction rules are the same for both foam and rubber tires.
- There is no distinction between additive applied at the track, pre-race soaking/ conditioning, or tire cleaning. Same odor guidelines in effect.
- The only method of “teching” tire traction is smell, which is subjective. Therefore all authority for determining legality is in the hands of the race director and his tech team.
- As a guideline, the following tire tractions have been, and will continue to be examples of legal, low odor tire traction:
 - Sticky Fingers
 - Jack the Gripper
 - Paragon Traction Action

TOUR

- SXT (all formulas)
- J-Dubs Tire Rub
- As a guideline, the following tire tractions have been, and will continue to be examples of high odor tire traction, and thus not legal for use in a “odorless” or “low odor” race environment:
 - Paragon Ground Effects, FX, FX2
 - CRC Downforce
 - Niftech
 - Stick it
 - TQ
 - Trinity Buggy Grip, Red Dot, White Dot, Yellow Dot, etc.
 - Any Xylene or Tolulene Based Solvents
 - Any “Go-Kart” Tire Additives (Goat Pee, Formula V, Hot Lap, Track Tac, Acrysol, Creosote, etc.)
- Any traction compounds outside this list to be used as trackside additives, pre-race conditioners, or cleaners, need to be approved by track owner or event promoter
- “Smell test” of tech official is final.

APPENDIX C

TOUR’s Guidelines Rolling Starts:

For tracks/events choosing to use “Rolling Starts”, the TOUR has provided the following guidelines:

- Cars line up on back straightaway, single file, using the length of the entire straight.
- Race director opens the track to begin rolling pace lap. Pace lap begins with the leader entering turn 3, will be one full lap in length.
- Pace lap should be slow (approx. between 1/4 and 1/3 trigger pull for spec racing, mod classes adjust as needed) with cars

TOUR

remaining single file, approx. 3-4 feet separation between each car.

- Leader is entitled to initiate the start anywhere between suggested "start zone" - racetrack/event promoter's discretion - suggested zone is center of 3/4 to beginning of front straightaway.
- Cars are to stay in line firing off the start until start/finish line is crossed
- Field fires off the leader's initial move, not the scoring start tone.
- Restarts are at the race director's discretion.

APPENDIX D

SK-KAR ***Class Specific Details***

SK cars are intended to be a cost controlled, **spec** formula form of racing. They are designed to be inexpensive, durable and most importantly, FUN. Since this class is defined by the uniqueness of its chassis and body, the following details are presented to further define the requirement of cars competing in this class.

Configuration

SK-KAR class cars are to be a simple pan-car style car.

- a. The front suspension is to be sliding pin with fixed lower arm.
 1. Any sliding pin front end with a fixed lower arm and associated mounting pattern. Ie 1.40" between mounting holes with 8-32 screws.
- b. Direct drive with a solid axle in the rear.
- c. Without oil filled shock
- d. T plate suspension
- e. A limited left side to fit SK style bodies (see left side template A)

TOUR

General Rules

1. Cars must meet the following minimum weights race ready with transponder: Foam tires - 31 oz.
2. Minimum ride height is 4mm for foam tires excluding the motor.
3. Maximum track width front and rear may not exceed 8.125". This will be measured from the outside widest point of the wheels/tires.
4. Wheelbase must be between 10" and 10.5", measured from the center of the front axle to the center of the rear axle.
5. The chassis must remain under the body, from the base of the front windshield to the rear bumper.
6. The left rear tire must be visible when car is in racing position when viewed from above
7. When presented ready to race the chassis is to be within a plane created by the outside edge of the left rear wheel when the car is on a flat surface. This is to be checked by placing a straight edge or flat plate on the rim of the left rear wheel. The chassis shall not touch or extend beyond the plane created by the straight edge or flat plate.
8. All ballast weight and radio gear is to be mounted on or above the top of the main chassis plate and within the outline of the chassis. No weights or radio gear recessed into or located between the top and bottom planes of the main chassis plate.
9. "Spec dampeners" if used consist of a metal rod, metal or plastic collars and sections of fuel tubing, rubber tubing or "O-rings", and a plastic rod end for connection. Silicone fluid is allowed to be used as a part of the assembly to further tune the dampening of the assembly. The fuel or rubber tubing may be cut or notched.
10. A car is limited to a maximum of two "Spec dampeners" to control movement of the motor pod. One for bump control and one for roll/tweak.
11. Shocks may not be added to any car. This is best defined as an oil/fluid filled device, in which a piston connected to a shaft, travels through a closed oil/fluid reservoir, to create a force based on velocity.
12. A "side dampener" is constructed of a plastic, metal, or fiberglass rod moving inside a tube. Dampening is provided by a viscous fluid/grease applied to the rod portion. This differs from a "shock" in that the fluid area is open at both ends and that the rod is mostly uniform in size except for fluid retention features in the rod.
13. Only one "side dampener" may be used per car. Use is optional. Location of the "side dampener" shall only be used to control side to side motion of the car's motor pod.

TOUR

14. Grease, silicon or other fluids may be used on the “Spec Dampeners”, kingpins, and side dampener tubes.
15. Coil springs may be used on the front suspension kingpins only. Coil springs are not allowed in any other locations in the car.
16. T-plates may be made from spring steel, carbon fiber or fiberglass.
17. Chassis are allowed to have battery retention systems. This includes Team Associated battery boxes, aluminum standoffs with straps, rubber o-rings, etc.
18. Rear steer may be utilized.
19. Any electronic speed controls Electronic Speed Controls (ESC) approved under the “ROAR Sportsman Class ESC rule” set to the Sportsman profile at all times. (http://www.roarracing.com/approved_non_timing_escs.php)
20. Not Allowed:
 - i. Hollow axles
 - ii. Magnesium parts. This includes hubs, front A arms, caster blocks, motor plates or any other parts.
 - iii. Gear type differentials.
 - iv. Receiver packs
 - v. shocks

Tires

1. WGT spec tires, per TOUR rules

Motors & Batteries

1. LIPO batteries, 1-cell, Roar Approved.
2. SK will use the ROAR/TOUR legal motors as defined above and listed in Appendix E.

Chassis Specifics

1. Steering servos may be attached to a chassis with 2 holes, slots or an additional applied mount.
2. Bumpers constructed of plastic, carbon fiber, foam or fiberglass may be used. If a bumper is used it is to be mounted symmetrically about the front end centerline

TOUR

- of the chassis. Front bumpers made of any other material than noted above will not be allowed.
- a. For SK Bodied classes, the bumper shall not be wider than 5" or extend more than 1.5" beyond the front of the chassis plate.
 - b. For SK Bomber, the bumper shall be covered by the body.
3. Right side nerf wings/bars constructed of plastic, carbon fiber or fiberglass may be used. They shall not extend more than 1/4" beyond the outer edge of the line connecting the outer edge of the front and rear tires and not exceed 8.375" in overall width. Nerf wings/bars made of any other material than noted above will not be allowed.
 4. Bumpers and nerf wings/bars must be secure and not present an injury hazard for marshals or other drivers
 5. Link with monoball or "V" plate design chassis are not allowed
 6. No recessed battery pockets or bolt on sections for battery mounting (metal or carbon) which replace a portion of the chassis. Ie, no battery tray. The battery is to be mounted on or above the top surface of the chassis.
 7. No twisted mounting of the front end will be allowed. Front end mounting holes are to be parallel within 1 deg to the centerline of the chassis. The centerline is defined as a line perpendicular to the rear axle and equal distance between the front end mounting holes if one set is present, if more than one set is provided, then equal distance between the front wheels.
 8. T plate mounting holes are to be parallel within 1/4 degree to the chassis centerline. T plate mounting holes are not be offset more than .600" from the centerline of the chassis centerline (see rule 7 for definition).
 9. Chassis manufactured after September 1, 2018 shall have only one set of mounting holes for the front suspension. Distance between the holes to be to be from 3.000" to 3.100" across the car and 1.4" front to back (AE bolt pattern).
 10. Chassis manufactured after September 1, 2018 shall not extend left beyond a line drawn between the following points. Also see Template A at end of document.

Distance back from the rear left front suspension mounting hole	Distance left of the rear left front suspension mounting hole
.125	.600
.750	.600

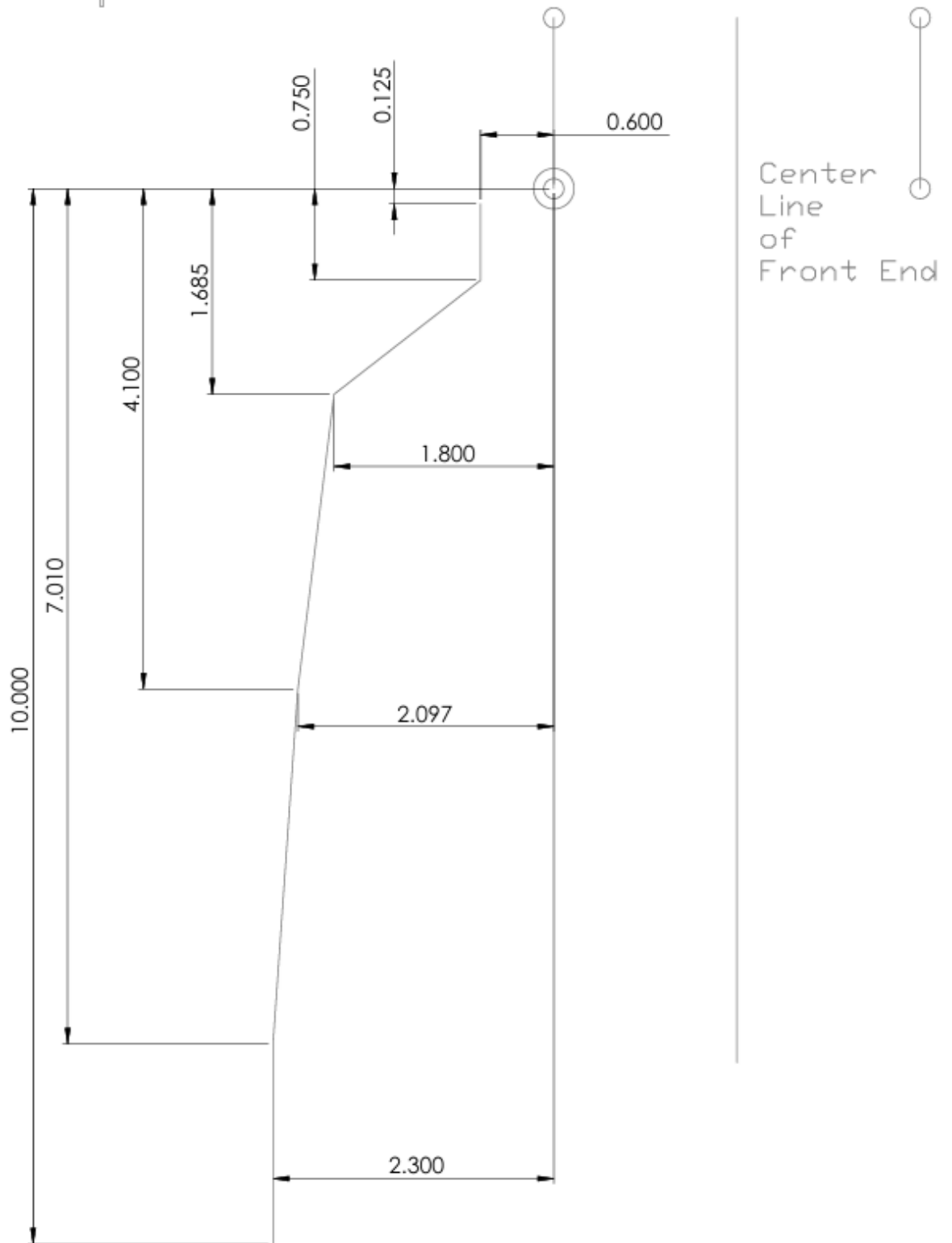
TOUR

1.685	1.800
4.100	2.097
7.010	2.300
10.000	2.300

SK cars are intended to be a cost controlled, **spec** formula form of racing. They are designed to be inexpensive, durable and most importantly, FUN. Since this class is defined by the uniqueness of its chassis and body, the following details are presented to further define the requirement of cars competing in this class.

TOUR

Template A



TOUR

APPENDIX E

ROAR/TOUR Approved Motors 2026/2027

17.5 Motors

<u>Manufacturer</u>	<u>Product</u>	<u>Minimum Resistance</u>	<u>Approval Date</u>
MuchMore Racing Co., Ltd.	Fleta ZX V3 ER Spec 17.5T	35.35	4-Sep-23
SHENZHEN CAYOTE TECH.	Cayote Crest Stocki 17.5 spec. PN CYEB11012. SAM. #1) 36.19, 36.13. 35.99 #2) 36.32, 35.76, 36.22. #3) 35.71, 35.91, 35.85. Oem Rotor CYEBR1007 OPT. CYEBR1008	35.35	13-Jan-26
ORCA	Orca Blitreme3 Spec 17.5 Part# MO24BTM3175 OEM Rotor . RT23HS12548 option Rotor PN: RT25H2599	35.48	1-Jan-24
Orca	Blitreme3 17.5 FE Edition IFMAR Can design. PN. MO24BT3U175A-FE. OEM Rotor RT23HS12548 Option rotor PN RT25H2599	35.06	13-Sep-24
Orca	Blitreme3 17.5 IFmar Design. PN MO24BT3U175A. OEM ROTOR RT23HS12548 Option rotor PN RT25H2599	35.09	13-Sep-24
Team Zombie	EVO III PRO SPEC. PN# M-TZ-EVO3175T. OEM Rotor M-TZ-725SPD. OPT. M--TZ-725TORQ. Sam. 1) 35.90, 35.95, 36.06., 2) 35.81, 35.83. 35.93, 3) 35.81, 35.93, 35.95.	35.45	8-Jun-26
Reedy	Sonic SP5 PN: 27480 OEM Rotor PN: 27483	35.67	29-Jun-23
Fantom	Fantom Helix RS Part Number(s): FAN19017S, FAN19017T, FAN19017W Rotor: FAN19565	35.28	15-Jul-22
Fantom	17.5 Helix V2 PN 18917 OEM Rotor FAN19562. Spec Edition FAN18917S, Team Edition FAN18917T, Works Edition FAN18917W	35.24	17-Jun-24

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Fantom	Helix 2.1 PN FANSP21175(S,T,W) OEM Rotor FAN19562 OPT. FAN19560. Sam. 1) 35.35, 35.54, 35.55 2) 35.32, 35.40, 35.46. 3) 35.56, 35.54, 35.59	34.96	15-Feb-26
Hobbywing Technology	G5 Torque Spec PN 30401764 Oem Rotor 30820462 Opt. 30820461. Sam 1) 33.67, 33.82, 33.75, 2) 33.64, 33.64, 33.70, 3) 33.81, 33.75, 33.85	33.3	13-Mar-26
Hobbywing Technology	17.5 V10 G4R PN#30401745. OEM Rotor# 30820450 Option Rotor# 30820407	35.07	6-Jul-24
Hobbywing Technology	Non Epoxy V10 G4R 17.5. PN 30401748. Oem Rotor 30820450 Option Rotor 30820407. Sample 1 (34.01) (34.00) (34.03) Sample 2 (33.86) (33.77) (33.76) Sample 3 (34.00) (34.11)(34.17).	33.42	18-Sep-25
Trinity	17.5 Slot Machine 2 PN# TRI-1055 OEM Rotor TEP1119 option Rotors TEP1118 and TEP1120	35.54	7-Feb-24
Jim Dieter Racing	JP1 17.5 PN# JDRM10175. OEM Rotor JDR1001. Option rotor JDR1002 and JDR1008	35.05	13-Jul-24
Maclan Racing	MRR-V4 17.5T (PN: MCL1809 w/ OEM Rotor #MCL4336)	35.81	4-Aug-23
Team Zombie	TEAM ZOMBIE Evolution II Pro Spec Rotor # M-TZ-725125 option rotor M-TZ-725125T model#M-TZ-EVO2175T	36.09	11-Jan-24
MOTIV RC	MC5 17.5 -Part Number MOV50175 - Rotor 50015	35.18	30-Oct-23
TEAM POWERS	Spec 17.5- Team Powers Actinium V5 PN#TP-BLM-1 Uses : TP125G-R50 rotor75100ACT-V5	35.82	14-Jan-23
Maclan Racing	MRR V5. Sample #1 33.53,33.56,33.54 #2 33.74,33.75,33.91 #333.70,33.61,33.85. OEM Rotor MCL4378 Opt Rotor MCL4379	33.19	9-Nov-25
Team Powers	Team Powers Actinium V5S. PN# TPR-BLM-175100ACT-V5S. OEM Rotor TP1125G-R50	35.04	11-Jul-25
Team Powers	Team Powers Actinium V6S. PN# TPR-BLM-175100ACT-V6S. OEM Rotor TP125G-R50. Samples 1. AB 34.01 BC 33.93 AC 33.93 2. AB 33.90 BC (33.69) AC 33.90 3. AB 34.11 BC 34.11 AC 34.10	33.35	1-Sep-25
R1 WURKS	V30 17.5 PN# 020182 oem rotor 2-125726 Option rotor 125726. Samples 1. AB 34.06 BC 34.00 AC 34.10 2. AB 34.13 BC 34.21 AC 34.21 3. AB (33.86) BC 34.11 AC 34.13	33.52	1-Sep-25
R1 WURKS	R1 V30R PN#020186. OEM Rotor #2-125726. Samples. 1) 33.49, 33.55,	33.09	2-May-26

TOUR

	33.43. 2) 33.46, 33.55, 33.61. 3) 33.45, 33.55, 33.57		
R1 WURKS	V21 SUPER SHORT Part#020112 Rotor#125726	35.1	23-Jan-23
R1 WURKS	R1 V21-HD 17.5, PN020174-1	35.14	1-Dec-23
R1 WURKS	VOLTA 17.5 PN# 88002 uses 8125726 rotor	35.11	15-Jan-23
Reds Racing SRL	Reds Racing VX4 Pro Stock 17.5 PN# MTTE0062H AND MTTE0062HS. OEM Rotor MSTE0041	35.58	11-Dec-24
Rocket RC	V6 Stock Spec 17.5T (PN: SUR6617 w/ C78125 rotor)	35.41	7-Sep-23
Rocket RC	Rocket RC V6M Spec Lightweight (PN: SUR6517) uses C75125 rotor	35.64	26-Jul-23
SkyRC Technology Co. LTD	ARES Pro V4 PN#SK-400034-03 OEM Rotor # SK715317568	41.36	11-Jul-25
ShenZhen Surpass Tech Co.Ltd	Surpass Rocket V7 17.5 PN. SUR7517 OEM Rotor C78125. SAM 1) 34.38, 34.35, 34.33 2) 34.40, 34.43, 34.47 3) 34.42, 34.51, 34.69	33.98	21-Aug-26
Team Exalt	GEN-X 17.5 Spec PN# EXAG175. Sample #1) 33.22, 33.22, 33.31 #2) 33.51, 33 50, 33.55 #3) 33.33, 33.32, 33.39. Oem Rotor EXAS2304 OPT. EXAS2303	32.88	12-Jan-26
Team Exalt	Phoenix 17.5 - EXA01175 - 12.5mm Pink Rotor OEM Part#EXAS2305, Option Rotors: EXAS2302, 2303, 2304	35.09	2-Oct-23
Team Powers	17 5 Team Power R7 PN# R70-175S OEM Rotor TPP67125 Option Rotor TPP57125 and TPP57123	35.34	14-Feb-24
Team Powers	Talon SPEC PN R8-175S OEM Rotor TPP87125 OPT TPP87123 Sam 1) 35.67, 35.66, 35.73, 2) 35.76, 35.66, 35.80, 3) 35.64, 35.49, 35.66.	35.13	13-Mar-26
Team Scream Racing	T-1 17.5 (PN: TST117) w. OEM Rotor #S12.5V	35.04	8-Nov-23
Tekin, Inc.	Spec R2 - 17.5t - Stock Rotor 2776, Opt. Rotor 2782	35.13	30-Oct-23
Whitz Racing	HyperSpec 17.5 Spec PN# WRP-HS-175. Sample #1) 37.73, 37.80, 37.53, #2) 36.74, 36.94, 36.98. #3) 36.24, 36 25, 36.42. OEM Rotor HT001	35.87	18-Dec-25

TOUR

13.5 Motors

Manufacturer	Product	Minimum Resistance	Approval Date
MuchMore Racing Co., Ltd.	Fletz ZX V3 13.5 ER (PN: MR-V3ZX135ERTM) w/ 12.5-7.25LXTM rotor)	21.34	30-Oct-23
SHENZHEN CAYOTE TECH.	Cayote Crest Stocki 13.5 Spec. PN CYEB11011. SAM. #1) 21.65, 21.60, 21.66 #2) 21.32, 21.44, 21.25. #3) 21.85, 21.88, 21.83 OEM Rotor CYEBR1007 OPT. CYEBR1008	21.03	13-Jan-26
ORCA	Orca Blitreme3 Spec 13.5 Part# MO24BTM3135	20.93	1-Jan-24
ORCA	Blitreme3 13.5 Ifmar Design. PN MO24BT3U135A. OEM Rotor RT23HS12548. Option rotor PN RT25H2599	20.88	13-Sep-24
ORCA	Orca Blitreme3 13.5 FE edition. PN# MO24BT3U13.5A-FE. OEM Rotor # RT23HS12548 option rotor PN RT25H2599	21.22	14-Oct-24
Team Zombie	EVO III PRO SPEC. PN# M-TZ-EVO3135T. OEM Rotor M-TZ-725SPD. OPT. M--TZ-725TORQ. Sam. #1) 22.39, 22.44, 22.50. #2) 22.54, 22.39, 22.55. 3) 22.30, 22.36, 22.36	22.07	8-Jun-26
Reedy	Sonic SP5 PN:27481 w/ OEM Rotor PN: 27483	21.92	25-Jul-23
Fantom Racing	Fantom Helix RS Part Number(s): FAN19013S, FAN19013T, FAN19013W Rotor: FAN19565	20.83	15-Jul-22
Fantom Racing	13.5 Helix V2 PN FAN18913. OEM Rotor FAN19562. SPEC edition FAN18913S, Team Edition FAN18913T, Works Edition FAN18913W	20.42	17-Jun-24
Fantom Racing	Helix 2.1 PN FANSP21135(S,T,W) Oem Rotor FAN19562 OPT. FAN19560. Sam. 1) 21.12, 21.04, 21.20 2) 21.05, 21.08, 21.13 3) 21.14, 21.14, 21.26	20.82	15-Feb-26
Maclan Racing	MRR V5 13.5. PN#.MCL1103. Sample #1 20.67,20.63,20.74 #2 20.77,20.71,20.75 #3 20.69,20.68,20.77. OEM ROTOR MCL4378 opt. MCL4379	20.42	9-Nov-25
Hobbywing Technology	G5 Torque Spec PN 30401763 OEM Rotor 30820462 Opt. 30820461. Sam 1) 20.31, 20.43, 20.43, 2) 20.40, 20.44, 20.49, 3) 20.36, 20.36, 20.46.	20.1	13-Mar-26

TOUR

Hobbywing Technology	13.5 Hobbywing V10 G4R PN# 30401746 OEM Rotor # 30820450 option rotor # 30820407	20.62	14-Feb-24
Hobbywing Technology	Non Epoxy V10 G4R 13.5. PN#30401749. OEM Rotor 30820450 Opt. 30820407. Sample 1 (20.56)(20.53)(20.60) sample 2 (20.65)(20.55)(20.63) Sample 3 (20.55)(20.48)(20.52).	20.27	19-Sep-25
Trinity	13.5 Slot Machine 2 PN# TRI-1050. OEM Rotor TEP1119. Option rotors TEP1118 and TEP1120.	21.61	7-Feb-24
Jim Dieter Racing	13.5 Spec JP1 PN JDRM10135 OEM Rotor PN JDR1001. Option rotor JDR1002 and JDR1008	21.01	13-Apr-24
Jim Dieter Racing	JP1 "Option "13.5 . PN# JDRM10215. OEM Rotor JDR1002 option rotor JDR1008	20.69	15-Oct-24
Maclan Racing	MRR-V4 13.5T (PN: MCL1088) w/ OEM Rotor (MCL4336)	21.96	4-Aug-23
Team Zombie	TEAM ZOMBIE Evolution II Pro Spec Rotor # M-TZ-725125 option rotor M-TZ-725125T model # M-TZ-EVO2135T	21.15	11-Jan-24
MOTIV RC	MC5 13.5 -Part Number MOV50135 - Rotor 50015	21.23	30-Oct-23
Team Powers	Actinium V5 13.5 PN# TP-BLM-135100ACT-V5 OEM w/ TP125g-R50 rotor	21.55	17-Jan-23
Team Powers	Team Powers Actinium V5S. PN# TPR-BLM-135100ACT-V5S OEM Rotor TP125G-R50	20.81	30-Jun-24
Team Powers	Team Powers Actinium V6S. PN# TPR-BLM-135100ACT-V6S. OEM Rotor TP125G-R50. Samples 1. AB 20.51 BC 20.50 AC 20.52 2. AB 20.26 BC (20.19) AC 20.35 3. AB 20.59 BC 20.51 AC 20.43	19.98	1-Sep-25
R1 WURKS	SUPERSHORT V21 PN# 020111 OEM w/125755 rotor	20.97	15-Jan-23
R1 WURKS	R1 Wurks V30 Roar. PN#020193. OEM Rotor# 125726. Option Rotor# 125755 and 2-125726	20.39	2-Dec-24
R1 WURKS	V30 13.5 N.E. PN 020183 OEM Rotor 2-125726 option rotor 125726. Samples1. AB 20.46 BC 20.52 AC 20.51 2. AB 20.40 BC 20.37 AC 20.43 3. AB (20.27) BC 20.29 AC 20.33	20.06	1-Sep-25
R1 WURKS	R1 V30R pn# 020185. OEM Rotor 2-125726. Sam. 1) 19.94, 20.04, 20.10. 2) 19.92, 19.93, 19.99. 3) 19.84, 19.88, 19.93	19.64	2-May-26

TOUR

R1 WURKS	V21-HD PN: 020173 w/ OEM Rotor PN: 125726	20.87	1-May-23
R1 WURKS	VOLTA 13.5 PN#88001 OEM w/ 8125726 rotor	21.25	15-Jan-23
Reds Racing SRL	Reds Racing VX4 Pro Stock 13.5 PN#MTTE0061H, MTTE0061HS. OEM Rotor MSTE0041	22.07	11-Dec-24
Rocket RC	V6M Lightweight Stock Spec 13.5T (PN: SUR6513 w/ C75125 rotor)	21.68	7-Sep-23
Rocket RC	Rocket RC V6 Spec (PN: SUR6613) w/ C78125 Rotor	21.18	26-Jul-23
Rocket RC	Rocket RC V6M Spec Lightweight (PN: SUR6513) uses C75125 rotor	21.68	26-Jul-23
SkyRC Technology Co. LTD	ARES Pro V4 PN#SK-400034-02 OEM Rotor # SK715317568	24.85	22-Apr-25
ShenZhen Surpass Tech Co.Ltd	Surpass Rocket V7 13.5 PN. SUR7513 OEM Rotor C78125. SAM 1) 21.09, 21.18, 21.17 2) 20.73, 20.80, 20.90 3) 20.96, 20.99, 21.13	20.52	21-Aug-26
Team Exalt	GEN-X 13.5 SPEC. PN EXAG135. Sample #1) 20.49, 20.53, 20.56 #2) 20.51, 20.47, 20.51 #3) 20.81, 20.55, 20.81. OEM Rotor # EXAS2304 OPT., EXAS2303	20.26	12-Jan-26
Team Exalt	13.5 GEN-XE PN# EXAGE135. OEM ROTOR EXAS2304. Option rotor Exas2303, Exas2305, Exas2306	20.39	25-Aug-25
Team Exalt	Phoenix 13.5 - EXA01135 -12.5mm Pink Rotor OEM Part#EXAS2305, Option Rotors: EXAS2302, 2303, 2304	20.93	2-Oct-23
Team Powers	Power Products R7 PN# R70-135S. OEM Rotor TPP67125. OPTION ROTOR TPP57123 and TPP57125. Optional end cap R7-4, R7-5 and Optional sensor board R7-50	21.84	15-Mar-24
Team Powers	Talon 13.5 Spec. PN# R8-135S. Sample 1 21.60,21.52,21.62 # 2 21.67, 21.69, 21.69. #3 21.45,21.59, 21.69. OEM Rotor# TPP87125. OPTION ROTOR # TPP87123	21.23	21-Nov-25
Team Scream Racing	T-1 13.5 (PN: TST113) w/ OEM Rotor #S12.5V	20.93	8-Nov-23
Tekin, Inc.	Spec R2 - 13.5t - Stock Rotor 2776, Opt. Rotor 2782	20.44	30-Oct-23
Whitz Racing	HyperSpec 13.5 spec PN WRP-HS-135. Sample #1) 22.46, 22.38, 22.44. #2) 22.52, 22.37, 22.42. #3) 22.19, 22.17, 22.12 OEM Rotor HT001	21.89	18-Dec-25