

NESCA

Slot Car Drag Racing Rules

CONDUCT OF EVENTS

1. **Driver and or Car Change** - Once a competitor is entered and properly registered, except for extraordinary circumstances, the competitor of a given car shall not be changed during the competition, nor shall the competitor substitute a car for a car already registered and inspected.
2. **Technical Inspection** - All cars, whenever possible, should be presented by the competitor for their legality and suitability for competition. Cars shall, at a minimum, be inspected for safety and general suitability for competition before being accepted as legitimate entries. Cars that are entered in classes with specific restrictions may be subject to additional inspections regarding compliance with applicable rules and shall be required to pass such an inspection before being accepted for competition.
3. **Failure to Pass Pre-Event Technical or Non Compliance** - Where a pre event or preliminary inspection reveals a condition of non-compliance e.g., the car is fractionally underweight or a spoiler exceeds permissible limits, the competitor shall be given the opportunity to correct the condition and bring the car into compliance. The competitor understands that the event shall not be delayed specifically to allow them to correct the problem. Where failure to pass pre event technical inspection is caused by a condition deemed to be, by the race director and/or track official, an attempt at blatant misrepresentation, e.g., a retagged armature or the disguise of absolutely prohibited components, the car shall be disqualified from any competition in that class and the entry fee forfeited. The race director, in conjunction with the track, may elect to impose additional penalties, such as disqualification of the competitor from all classes of competition at that event.
4. **Limitations of the Preliminary Technical Inspection** - In all cases a car's ability to pass a pre event tech inspection shall not constitute either a guarantee or certification of ultimate legality for any other inspection.
5. **Inspection During an Event** - It is strongly suggested that all cars racing in a class where a specific weight limit is involved to be weighed by a track official, the race director or a designee at the completion of each pass during completion, including qualifying. To avoid losing physical "control" of a car, losing cars should be weighed with winning cars in the event a weight irregularity is discovered.
6. **Post-Race Inspection** - In addition to any other prior or concurrent inspection, the race director or a designee, may elect to conduct additional inspections on applicable cars at the conclusion of a class competition.

7. **Failure to Make a Car Available for Inspection** - Willful failure or refusal to make a car available for technical inspection, either at those times when such inspections have been deemed necessary, or at the request of the race director, shall constitute a breach of these rules, and both the competitor and the car involved shall be eliminated from competition. Further, any and all prizes won or records set shall be forfeited.
8. **Scales** - There shall be an official scale designated. It shall be calibrated to as much accuracy as possible, located in a level and reasonable location, and shall, whenever possible, be constantly supervised to avoid error or tampering. Once so located and designated, barring damage, it shall remain the scale of the event. As the scale of the event, weights determined on it shall be considered official.
9. **Accessibility of Scale** - Competitors shall be advised of these conditions before competition, and shall have supervised access to the scale for unofficial weighing where a car is determined to be under a class minimum specification.
10. **Finality of Decisions** - In all circumstances regarding the determination of legality, either initiated by technical inspection or by protest, the decision of the race director or track official shall be considered final and cannot be appealed.
11. **Drivers Meeting** - Whenever possible it is strongly suggested that a drivers meeting be conducted prior to the start of competition to discuss race procedures and answer questions competitors may have.
12. **Qualifying** - The order of qualifying may be based on the numerical order of the registration forms or a random reordering of these forms. In the first round the name called first by the race director shall get the right lane. In the second round that driver shall go to the opposite lane. If the race has more than one qualifying session the driver shall switch back forth accordingly. Each car entered in class racing shall be allowed a minimum of two qualifying attempts which shall be used to determine qualifying position and to set up the ladder chart for eliminations. One run should be recorded for each lane. Each time and speed shall be recorded. No timed runs are required for breakout, or bracket classes. In order to constitute an official qualifying attempt, a car shall stage, break the beam and finish. For all categories of competition including E.T. classes, an individual vehicle cannot be used for multiple entries in the same class. In the event of identical qualifying E.T.s, the driver with the faster top speed, recorded on the qualifying runs in question, shall be awarded the lower qualifying position. If it is still a tie, the driver running the low E.T. first in qualifying shall be awarded the lower qualifying position.
13. **Lane Choice** - In all heads up categories, lane choice is determined by elapsed times. The contestant with the best qualifying E.T. gets first round lane choice, and in subsequent rounds, lane choice goes to the lowest E.T. of the pairing in the previous round.
14. **Bye or Single Runs** - In any round of competition, where there are an odd number of cars, one driver shall receive a bye run. The top qualifier receives the bye in the first round. Subsequent bye runs during eliminations shall go according to the official NESCA ladder sheets. Drivers may red light and still gain lane choice, provided the driver stages, receives the start signal, and finishes the run, he/she is considered the winner unless there is a centerline violation (which forfeits lane choice only).

15. **Black Flag** - Any car that is a hazard to spectators or other competitors can be removed from competition. This means cars with sharp edges, cars that continually deslot etc. The race director, technical director, and raceway owner make the final decision on this determination.
16. **Break Rule During Eliminations** - Only a competitor suffering mechanical difficulty during pre-staging may request a one minute grace period to resolve the problem and return to competition with one minute to stage. If the problem cannot be resolved, the other competitor shall receive a bye and shall have one minute to stage.
17. **Elimination from Competition and Racing Disqualification** - All elimination runs are subject to the first or worst rule. When this occurs the driver committing the worst violation is eliminated. Should a driver receive a red light foul start, and the opposing driver crosses the center line, the latter infraction would prevail and the driver committing the foul start would be reinstated. In determining lane boundary crossing violations, it is considered a disqualification when any portion of a tire completely crosses the painted center line on the surface of the track not including the shutdown area. If one car crosses the centerline and causes the car in the opposite lane to cross the centerline the car causing the crash shall be disqualified. If it cannot be determined by the race director as to which car caused the crash, a rerun shall occur. In cases where both contestants cross the center line, independent of each other the driver crossing the centerline first shall be disqualified. Additional grounds for disqualification, suspension, and/or expulsion are:
 - a. Unsportsmanlike conduct, improper language or conduct detrimental to racing.
 - b. Any condition considered unsafe, unfair or out of order. If a driver is disqualified during competition for any reason prior to the actual start of a race, they cannot be reinstated. If for any reason a racer is found to be illegal in any way during competition, he/she shall be disqualified from racing at the current event forfeiting all paid entries. Due to the severity of the offense it shall be decided if said racer shall be put on probation from racing at future NESCA events for the remainder of the calendar year.

18. Forms of Protests:

- a. **Competitor Inspection (Look)** – A competitor inspection protest permits the protestor to personally and visually examine only the protested car under official supervision. The protestor shall not disassemble nor measure any component during this inspection.
- b. **Reasonableness:** It is expected that protests shall be reasonable, logical and based on sound evidence. A well founded protest shall further be defined as one upon which a reasonable person may differ. A protest may be well founded even if not upheld.
- c. **Bad faith or vexatious protests:** A protestor who has acted in bad faith or in a vexatious way, defined as having instituted a protest without sufficient grounds serving only to cause annoyance to the protestor, may be penalized by the race director.

19. **Controllers** - No controller, choke or push button system used in competition by competitors in class, index or bracket competition shall in no way add any power beyond that which is supplied by the

track power supply. Additionally said devices shall not be capable of electronically or mechanically actuating and or delaying reaction times in the manner of a full sized delay box or crossover box. To this end the race director or tech inspector may require the disassembly of any box enclosing one or more relays its attendant batteries to determine compliance with these rules. Failure to comply with this inspection request will be grounds for disqualification and forfeiture of records and monies paid during this event.

20. Tracks:

A. **Length** – Track shall be certified, at or immediately preceding an event, to within 1” of the following dimensions from starting line to finish line:

1. 1/8 Mile-27.6 ft. (8.38m)
2. 1,000 ft. - 41.8 ft. (12.7m)
3. ¼ Mile – 55 ft. (16.76m)

21. **Track Records** – Official track records for E.T. and top speed will be maintained by NESCA. In order to maintain the validity of all new records, a backup performance within 1 percent minus or at least 1 percent plus is required while running in competition in the same class at the same event on the same day. All vehicles are subject to tech inspection. If two contestants tie for the elapsed time, the tie breaker will be the fastest mile per hour reading for the run that establishes the record. In the event a tie still exists, the competitor establishing the record run earliest in the event shall be awarded the record. If the record is tied at a later race, the record shall stay with the competitor who established it first. A competitor cannot set a record with one car and then complete the eliminations with another car. Only the driver holding the record at the conclusion of the event shall be credited with the record. A competitor setting and then losing a record at the same event shall not receive credit for establishing a record.

22. Cars: General Rules (see class specific rules)

- a. All cars shall resemble full size race cars as they appear in full scale drag racing.
- b. All bodies in class racing shall be readily available through normal distribution channels. NESCA reserves the right to prohibit the use of a specific body in a restricted class if it’s modifications and or configuration exceed those intended for the class.
- c. Vehicles competing in class racing shall have no more one guide flag. Any such flag or device shall be no more than 1.00” (25.40 mm) long and shall be in the front of the vehicle.
- d. All cars shall be built to 1/24 or 1/25 scale of the actual vehicle. ATV/Quads are excluded from this requirement.

23. Glossary and Definitions:

Air Dam: An air control device at the lower front of a car intended to divert some of the air which would normally pass under the car when the car is in motion. See also "Spoiler."

Convertible: An automobile with a top that may be lowered or removed.

Coupe: A 2 door automobile with an enclosed body and separate luggage compartment.

Diaplane: A front spoiler or air dam extending in a forward plane from the lower front structure of the car having as its purpose both the diversion of air from beneath the car and the enhancement of down force on the front of the body.

Door Slammer: A car representing one which has doors that open and closes on its full sized counterpart.

Altered: A pre 1948 coupe, sedan or roadster that has been extensively modified for competition use, fenders optional.

Hard Top: An automobile resembling a convertible but having a rigid top. Alternately a coupe or sedan without side door pillars.

Sedan: An enclosed automobile usually with front and back seats. Alternately a body with side door pillars.

Spoiler: A panel attached to the body of a car at the front or rear intended to alter airflow around that end of the car when the car is in motion. See also "Air Dam."

Wing: An aerodynamic attachment to the structure of a car specifically intended to generate down force from the action of the air flowing over the upper and lower surfaces of the attachment, creating a pressure differential.

Notes:

These rules were established 2/21/2013 by NESCA. NESCA maintains the right to change rules to maintain a competitive playing field and fairness. Revisions will be announced and posted accordingly. Always check rules prior to a race for the latest revisions.