

NZSCA Slot Car Drag racing – General Racing rules

Version 2012-13 (Final)

Running a meeting

The race Organisers/Controllers have authority to:

- Run the meeting as they interpret the rules (although they can not issue dispensation to anyone for any/all bracket rules) NB: Any rule interpretation is not binding on other organisers
- Limit the number of entries.
- Start stop and alter the schedule of the meeting as they want.
- Appoint a Chief Steward and a Protest Committee before the commencement of a race meeting, comprising of the Chief Steward and one competitor from each affiliated club represented at the meeting.
- Appoint a Scrutineer, who will have responsibility for checking vehicle(s) comply with all applicable rules prior to commencement of qualifying any at any time during competition they deem necessary (e.g. all winners, record setting cars etc)
- Appoint a Track Marshall who has responsibility for ensuring track conditions are suitable for racing at all times. At their discretion, they may stop the event at any time in order to clean the track, apply glue etc. They solely have the power to permit competitors' to apply glue or to clean the track.

NZ Nationals

- The right to run a NZ Nationals meeting will be approved by NZSCA after application and payment of the appropriate sanction fee.
- As a minimum, all Category 1 brackets (with a minimum number of five competitors in each of those brackets) must be run at any NZ Nationals (refer General Car rules for definition of category 1 brackets)
- Any number of Category 2 & 3 brackets may/may not be run at a NZ Nationals
- The organiser may add any new specialist brackets as they see fit.
- Any affiliated member can make a submission for a new rule or rule change through their club, which must circulate it to other clubs prior to the NZ Nationals for discussion. During the nationals, the above committee will consider the submission and approve, amend or decline all submissions. After the Nationals, any rule amendments will be written up, verified by the committee and circulated to all clubs.

Protesting

- Any race day protest must be lodged to the Chief Steward together with a fee of \$10-00, this fee to be set at the Annual General Meeting for the forthcoming year. The protest committee shall then be convened by the Chief Steward. The outcome of the protest shall be decided by the Protest Committee. Any penalty handed down shall be at the discretion of the Protest Committee, but the competitor's have the right of appeal to the Protest Committee. Should a protest be lost by the protestor, the fee shall be retained by the NZSCA; otherwise it shall be refunded in full.

Track responsibilities

- Starting lights to operate at .50 second intervals.
- Should provide a controlling device per lane for everyone to use which complies with allowable controller/device requirements
- Provide scales which are calibrated correctly – can use NZ coins for a standard weight calibration (50c=5.0g \$1=8.0g \$2=10.0g source: [Reserve Bank of NZ](#))
- If the timing system cannot determine a winning car, a judge is to watch the finish line to determine the winning car. The judge/s will only be called upon to determine the winning car if the timing gear can not detect a winner.
If the judge/s can not do this then a re-run is required until a winner can be determined.
(The winning car must still be running in the correct slot while crossing the finish line)

Driver responsibilities

- To understand the rules and ensure their car meets all the relative rules to compete.
- Not allowed to hold vehicle in any way to do a static burnout
- Not allowed to apply any chemicals (glue or cleaning fluids) to the track directly, without permission of the Track Marshall.
- May apply glue to their tyres, place car behind start line and spin the tyres or roll out to spread the glue
- A time limit of 2 minutes maximum, from when the cars are cleared from the previous run to be fully staged and ready to run.
- An additional time limit of 2 minutes maximum will be allowed to prepare the lane per run for Nitro class racing, all other classes to use existing track conditions.
- A driver may call a 2 minute "time out" for any reason prior to receiving the start signal. (The race controller may decline this if a driver continually abuses their "time out" option)
- May use their own controller (including devices such as blast relay, chokes etc) provided any device used does not add power (voltage and/or current) to that provided by the track. Any device used that automatically controls the car (e.g. Timer, delay box, multi stage switching etc) is prohibited.

Racing

Qualifying

- A competitor may drive only one car in any bracket (they may provide additional cars to other competitors, but they may not drive them)
- A Car entered in a particular may not be shared by two or more drivers.
- Immediately before bracket eliminations commence, competitors in all Category 1 brackets must record one official qualifying run in each lane.
- Unofficial practice will not count for qualifying.
- All qualifying runs must be completed with a competitor or fill in car of the same bracket running in the other lane. It must run simultaneously to ensure correct power levels are maintained. The time(s) for a fill in car is ineligible for qualifying or record setting.
- The [quickest](#) run by a competitor will be noted as their qualifying time.
- Redlights do not affect qualifying times and the ET/Speed will be counted.
- These qualifying times are compared with other competitors to determine the qualifying positions (1 to last)
- For category 2 & 3, qualifying position is allocated by random draw.

Eliminations

- First round, pairings are determined by the qualifying position established above using the NZSCA [elimination](#) draw. (The objective is to complete all bye runs in the first round)
- Where there are more entrants than racing spots (e.g. 16) the racers who did not qualify (i.e. #17 onward) are eliminated from racing.
- Subsequent round pairings are determined by racing.
- Racers will be called to stage and may request a 2 min timeout to complete work. If they fail to stage within those 2 minutes, they lose that race.
- Race winners are established by a 'best of three', where a pair race against one another, alternating lanes. The competitor with lane choice, has the option to choose the first lane they will race in (it will also be the lane they potentially race twice in).
- The racer who crosses the finish line first (regardless of ET or Speed) is the winner of that race; however, there are several examples where [infringements](#) cause a loss.
- Where applicable, competitors may change their nominated 'Dial In' between races and rounds.

NZSCA Elimination pairing chart (First round)

| | | | | | | | | | | | | | | | | |
|----------------|---|----|---|---|---|----|---|----|---|----|---|----|---|----|---|----|
| 1 competitor | 1 | | | | | | | | | | | | | | | |
| 2 competitors | 1 | 2 | | | | | | | | | | | | | | |
| 3 competitors | 1 | - | 2 | 3 | | | | | | | | | | | | |
| 4 competitors | 1 | 4 | 2 | 3 | | | | | | | | | | | | |
| 5 competitors | 1 | - | 4 | 5 | 2 | - | 3 | - | | | | | | | | |
| 6 competitors | 1 | - | 4 | 5 | 2 | - | 3 | 6 | | | | | | | | |
| 7 competitors | 1 | - | 4 | 5 | 2 | 7 | 3 | 6 | | | | | | | | |
| 8 competitors | 1 | 8 | 4 | 5 | 2 | 7 | 3 | 6 | | | | | | | | |
| 9 competitors | 1 | - | 8 | 9 | 4 | - | 5 | - | 2 | - | 7 | - | 3 | - | 6 | - |
| 10 competitors | 1 | - | 8 | 9 | 4 | - | 5 | - | 2 | - | 7 | 10 | 3 | - | 6 | - |
| 11 competitors | 1 | - | 8 | 9 | 4 | - | 5 | - | 2 | - | 7 | 10 | 3 | - | 6 | 11 |
| 12 competitors | 1 | - | 8 | 9 | 4 | - | 5 | 12 | 2 | - | 7 | 10 | 3 | - | 6 | 11 |
| 13 competitors | 1 | - | 8 | 9 | 4 | 13 | 5 | 12 | 2 | - | 7 | 10 | 3 | - | 6 | 11 |
| 14 competitors | 1 | - | 8 | 9 | 4 | 13 | 5 | 12 | 2 | - | 7 | 10 | 3 | - | 6 | 11 |
| 15 competitors | 1 | - | 8 | 9 | 4 | 13 | 5 | 12 | 2 | 15 | 7 | 10 | 3 | 14 | 6 | 11 |
| 16 competitors | 1 | 16 | 8 | 9 | 4 | 13 | 5 | 12 | 2 | 15 | 7 | 10 | 3 | 14 | 6 | 11 |

Bye Runs

- Where there are an uneven number of competitors in the first round of elimination, bye runs are allocated to the competitors with lower qualifying positions according to the NZSCA [elimination](#) sheets.
- Where byes occur in subsequent rounds (due to disqualification or breakage) the competitor who was scheduled to race them gets the bye.
- Competitors do not have to run their bye, but will not have an ET for consideration for lane choice in the subsequent round.
- The purpose of racing during eliminations is to determine a winner therefore the only way a competitor can lose during a bye run is if their car or they are disqualified. They can not lose because of any other [infringement](#) (e.g. redlight, breakout, deslot...)

Lane Choice

- In the first round, Lane choice in each pairing, is awarded to the competitor with better qualifying position
- In subsequent rounds, Lane choice in each pairing, is awarded to the competitor with [quicker](#) ET in the previous round

Identical Times (for Qualifying, Lane Choice etc)

- Where competitors' ET's are identical, the competitor with the higher speed is allocated a better qualifying position/lane choice, if those speeds are identical; the first to run is allocated the better qualifying position/lane choice.

Infringements

Different infringements have different severity; these are listed below in highest to lowest...

- Competitor disqualified
- Vehicle fails scrutineering (before during or after any race)
- Vehicle fails to stage/unable to move forward unaided (after receiving go signal). An incomplete run (other than de-slotting) is not an infringement. i.e. cars only have to move forward under their own power, they do not have to complete the run.
- Vehicle crosses centerline (between start and finish lines only)
- Vehicle hits sidewall (between start and finish lines only)
- Vehicle de slots (between start and finish lines only)
- Vehicle Redlight
- Vehicle Breaks out (runs quicker than the index or dial in)

Where both competitors infringe in the same race, the 'First or Worst' rule applies,

- The worst infringement loses (e.g. Crossing Centreline is worse than just deslotting),
- Where the same infringement occurs, the first to fault loses (e.g. two redlights, the first to redlight loses). NB the worst of two breakouts loses.

If there is any uncertainty about the first offence, the Chief Steward may determine the winner or request a race to be re-run.

Records

Due to the differing nature of tracks (e.g. length, power, construction etc) there are no NZ national records.

Track records can only be set:

- For the bracket being contested, during official 'competition' (ie qualifying and eliminations e.g. the record for box stock can only be broken during box stock qualifying or eliminations).
- When a vehicle of the same bracket is run in the other lane simultaneously and completely (could be a competitor or a fill in car)
- When the ET or Speed is backed up by another run which is within 2% of the initial run. The back up run can be done at any time during competition (they do not have to be sequential)
- Where backup run is more than 2% better, it will back up the initial run but unless the better run is backed up by another run within 2% of it, it will not stand as a record. If the backup run is under 2% better then the first run is suitable to confirm the faster run as the record. (i.e. it is within 2%.)
- Where a potential record run is made as the last run of their elimination, the competitor will be permitted one further run to attempt to back up the record, provided all other requirements met (i.e. someone running in other lane etc).
- Where the Chief Steward impounds the record setting car and re-scrutineers before awarding the record.

NB:

- There are no records for Index or DYO brackets.
- Fill in cars can not set record(s)

Concours

To promote higher quality in competitor vehicle appearance and presentation, organiser's may stage a competitive concours show before the event. They may:

- Run the show as they want
- Limit the number and type of entries.
- Appoint judges and/voting rules at their discretion.

Relative show rules must be circulated to competitors before the event e.g.:

- Cars entered in the show must compete in eliminations
- Cars may be presented to best display their features, or
- Cars must be presented in the form they intend to race.

References

Reserve Bank of NZ, "Explaining New Zealand's currency" p23



Ten cent coin

Alloy: plated steel

Diameter: 20.5mm

Weight: 3.30g

Design: A Maori carved mask or koruru with Maori rafter patterns.



Twenty cent coin

Alloy: plated steel

Diameter: 21.75mm

Weight: 4.00g

Design: A Maori 'pukaki' carving. The edging on this coin is distinctive and known as 'Spanish flower'.



Fifty cent coin

Alloy: plated steel

Diameter: 24.75mm

Weight: 5.00g

Design: The barque Endeavour, commanded by Captain Cook, sailing south, with Mount Taranaki in the distance.



One dollar coin

Alloy: Aluminium-bronze

Diameter: 23 mm

Weight: 8.0g

Design: New Zealand's national bird, the Kiwi.



Two dollar coin

Alloy: Aluminium-bronze

Diameter: 26.5 mm

Weight: 10.0g

Design: The kotuku (white heron) is one of New Zealand's rarest birds and is held in particularly high regard in Maori mythology.



'Spanish Flower' edge detail, 20 cent.