



WHAT IS EXPECTED OF THE RACEWAY

The Month before Race Day:

The Raceway will provide a flier for racers. On it should be at least a list of classes and which track each will race on.

On Race Day:

The tracks will be cleaned and fully prepped for racing.

The raceway will provide a race announcer whose job it will be to run the lap counter and make race commentary.

The raceway will be responsible for collecting all entry fees and signing up racers.

By agreeing to participate in this series the raceway agrees to use all of the NECC rules and running procedures, regardless of local norms or "house rules".

The raceway will be responsible for providing plaques for the top 5 finishers in Novice Group 10 and plaques for the top 3 finishers in the remaining classes.

WHAT IS EXPECTED OF THE SERIES

The series/race director or his appointed replacement will be in attendance at each race. Due to his involvement in the series, the director can only compete on a limited basis.

The series/race director will allow certain new parts, 30 days after approval. New parts must be available from more than one slot car distributor before approval will be granted and the part will be announced as legal at next race and effective for racing at the following race.

The Race Director will:

- Determine heat assignments to be random or by qualifying in Outlaw and GTP
- Keep the program moving as intended
- Work together with the raceway provided announcer to insure that all NECC procedures and polices are followed
- Resolve any disputes and rules interpretations
- Perform tech for all classes.
- Perform tear down of any protested motors as needed.

Information will be available at www.thenecc.com . NECC e-mail is thenecc@gmail.com

FEES AND DISBURSEMENTS

- The entry fee for the Novice Group 10 is \$16.
- The entry fee for Senior Group 10 will be \$19; all other classes will be \$16.
- The series will provide a payoff chart giving the payoff distribution to each racer.
- In the Novice and Senior Group 10 classes the series will bring the handout motors to be used.
- The cost of the first motor is included in the entry fee, but any subsequent motors are sold to the racers by the raceway at full retail \$12.00.

The payouts are based on the number of racers and we try to reward more racers than to reward the winner more.

There are 4 raceways participating in the series.

RACE DAY PROCEDURES

In order to provide continuity to the series racers, all events will run under this format. The running order will be Senior Group 10, Novice Group 10, 4.5" Stock Car, Outlaw, and GTP. Any changes to this order must be made known by a race flier one month in advance of the race.

The raceway will open no later than 7:00 AM. There will be a drivers' meeting at 7:45 AM to explain what will be taking place that day if the race director feels it is necessary. No refunds unless arrangements are made ahead of time.

All races will be a single round robin main for 15 or less entries, with randomly assigned starting positions. 16 entries and up will be divided into multiple main events near even entries. The highest lap total and sections wins. All ties of laps and sections will result in a "Tie" with payout and points being split evenly between those drivers.

16 entries and up in Outlaw and GTP, the heat assignments will be determined by qualifying distance in alternating fashion. Racers will have 45 seconds on the BLUE lane to get as many laps and sections as possible.

Mains for all classes will be 3 minutes on and 2 minutes off.

RACE PROCEDURE

- Please sign up early for all classes to make the day run smoother.
- When registration opens, hand out motors will be made available.
- Registration for the Sr. class will close at 8:15 AM and racing will commence at 8:30 AM.
- Registration for the Novice class will close at 10:00 AM.
- Tech for each class will close 20 minutes after completion of the prior class as announced by the race director. Cars not in tech by this time will not be allowed to run in the race.
- **Track calls in this series are for track repairs, RIDERS or a car off of the racing surface.** During track repairs, the cars must be left on the track UN-TOUCHED. **1 Lap penalty for Rider calls when car was not a rider.** All power coming on situations will be preceded with an appropriate warning to the drivers and marshals such as "3, 2, 1, go" or "ready, set, go" or "power coming on ...now", etc.
- The lap counter will be adjusted for missed laps if verified by the race director and at least one corner marshal and/or objective observer.

- Drivers that start the race as sit out drivers must have their cars impounded before the race starts.
- Racers must use the same chassis and body for the entire race, all other components may be changed.
- Lane change markers must be used any time a car is removed from the track during a lane change. The penalty for the first offense is the car will be placed at the farthest point from the lap counter. A second offense will result in a 5-lap penalty and a third offense will result in disqualification. **Lane change markers can be no smaller than a credit card.**
- Once a car has been tech'ed it is considered impounded. The racer may not work on the car until the intermission just before returning to track. Any racer working on a car once impounded will be "DQ'd".
- If you are a "sit out" driver, your car must be impounded and you must corner marshal if your race is a round robin.
- A marshal's number one priority is putting de-slotted cars back in their correct slot.
- You may NOT use any electronic devices (i.e.: cell phones, iPods, etc.) while you are a marshal!
- You **MUST** corner marshal when called upon, even if you feel it is not "your turn". Failure to marshal when called shall result in a 5-lap penalty for each heat and possible disqualification from future series races.
- A mutually agreeable substitute marshal may take your place, but you must notify the race director.
- Corner marshals may not leave their positions to work on someone else's car unless they get a substitute before they leave. Failure to do so will result in a 5-lap penalty for the person whose car you are working on.
- Marshals should only make minor, immediate repairs to cars while at their positions (fix braid, un-crumple body, etc.). If the work on the car is serious enough to impair a marshal's ability to do his or her job, the car must be given to the driver or his/her pit crew.
- Volunteering to marshal when you are not required does not excuse you from marshaling when you are required.
- Top 3 cars in all divisions are subject to tear down.
- Immediately after the end of post race inspection, the awards ceremony will take place. Racers will make themselves available for photos.
- **Practice 30 min before race will be cars for that class only on the track to be raced on.**

The Novice Group 10 class is open to racers with little series racing experience.

Again the Senior Group 10 class will be broken into two sections. Sr. Group 10 is intended to be a mainstream class to allow drivers with less winning experience to race with their peers. Pro-Sr. Group 10 will be any racer who has won three Championships in any combination of classes, not counting the Novice class.

The 4 ½ Stock Cars, Outlaw and GTP classes are open to any competitor.

POINTS, AWARDS & WHO GETS THEM

Points will be awarded to all participants in all classes, as follows:

1st	50 points	5th	38 points	9th	30 points	13th	22 points
2nd	47 points	6th	36 points	10th	28 points	14th	20 points
3rd	44 points	7th	34 points	11th	26 points	15th	18 points
4th	41 points	8th	32 points	12th	24 points	16th	16 points

All racers who enter will be awarded a minimum of 15 points.

**** Racers must appear for awards and pictures to receive their winnings****

Points will be awarded at the 7 races plus the Celebration Race.

At the end of the season, the racers with the most points will receive NECC Bucks.

The overall points pay-out is meant to reward the top 8 drivers in each class as long as those racers supported the race series by racing in most of the races in that class.

Only the best 6 finishes of each racer in each class will count towards their total (in other words there are 2 drops.). In the case of a "DQ", zero (0) points will be awarded and cannot be used as a drop.

PROFANITY on the part of the racers or turn marshals will not be tolerated.

The race director will issue a warning to the competitor of their unacceptable behavior.

Any second infraction will result in a five-lap penalty.

Further infractions will result in disqualification, possible ejection from the raceway.

Repeat offenders may be directed to leave the event and may be barred from future NECC events.

Please remember we are racing toy race cars. Let's all have **fun** with it.

PROTEST RULE:

Protestor will put up 3 times suggested retail price of the arm. If the motor is found legal the person who owns the motor will get the protest fee. If found illegal, the person who owns the arm is disqualified and the money is given back to the one who protested.

NOTICE:

These rules will stay in effect until the last scheduled race in May of 2012.

The only changes that will be made to these rules will be for clarification purposes only.

DISCLAIMER:

Anything not covered in these rules is considered illegal, in other words, "If it's not in here you can't do it."

THE SERIES/RACE DIRECTOR:

This position is not an easy one. Racers are always going to push the limits of the rules.

When the Director says the car does not pass, then it does not pass! Fix it or submit another car.

"It passed last time", consider that it got by the director before, now it needs correction.

"It passes with my tech tool", don't cut it too close. Tools can vary slightly. Other cars have passed.

The Race Director reserves the right to reject any car or entry from competing.

All decisions of the race director are final.

GENERAL RULES

Chassis:

- The .025 Cheetah 7 center section is no longer legal. **.025 pans legal this season only.**
- Spec chassis must remain in its original form. (Cheetah 7 mounting pans may be reversed) No other modifications or cutting are allowed.
- Plating, paint and/or stain may be added to or removed from the chassis.
- Replacement steel pans sold by the original manufacturer may be used.
- Rear uprights may be braced through the use of a U shaped brace, brass tube or Slick 7 style chassis brace. May not double as a motor brace. 3 bends max.
- Body mounting pin tubes may be added in the original body mounting clip holes on the chassis.
- Each class has its own list of legal chassis and modifications.

- All front wheels must be round and roll from the bottom of the chassis.
- Spacers and/or tape may be used to limit the movement of chassis sections.
- Lead weight may be glued onto the chassis in all classes.
- Steel guide tongue reinforcements may be used, but the original guide tongue may not be modified or moved.
- Bite bars must be round and solid steel.

Motors:

- Each class has its own list of legal motors and modifications.
- Kelly/ProSlot hand wound arms are legal.
- No multiple piece magnets are allowed.
- All magnets must be ceramic and mass produced for D can slot car racing.
- Shunts and insulation are not allowed.
- A 1" maximum motor brace may be used in all classes.
- All motors will be D-cans.
- All arms must be tagged and readily available from typical distribution channels. (Manufacturer sells to distributor, distributor sells to raceway, raceway sells to racer)

Measurements:

- All chassis and gears must have a minimum of 1/16" track clearance, at the rear of chassis at the start of all races.
- Maximum width of the car is 3.25" at all points, at all times including wheels/tires.
- If the tech tool fits over the wheel rims, regardless of how tight, the width is legal.
- If a racer changes tires, the car may be re-tech'ed before returned to the track.
- If a racer changes tires while the race power is on, it may be checked at the end of the heat.

Axles:

- All axles must be solid steel and pass through the chassis uprights.
- Each class has its own minimum axle size requirements.
- Axles may not extend beyond wheel edge.

Guide and Lead wires:

- Lead wire retainers are allowed in all classes.
- Any lead wires may be used.
- Any braid, guide flag, guide nut, or guide clips may be used.
- Only one guide flag per car.

Bearings/Bushings:

- No ball bearings are allowed. (GTP motor can end only)
- Oilites maybe soldered or glued in place.
- Any oilite bushings are allowed and they may be modified by the racer.

Bodies:

- All bodies must be painted opaque with only windows and front wheel wells left clear.
- Must not be able to see chassis through body.
- The under side of the body may be reinforced with tape, lexan and/or mylar.
- Drivers are not allowed to modify the body design in any way.
- Tape may be added to the outside of bodies to hold body-mounting clips in place.
- "Ninja Stars" or other body mounting hole reinforcements are allowed.
- Reinforcements may be attached or strengthened with staples or tape.

Other:

- The original body and chassis that was tech'ed must be used at all times.
- All other components may be replaced, but must still meet the requirements of the class.
- The race director may black flag any car that is dragging on the track or impeding the other cars
- The racing surface cannot be glued, cleaned or prepped by the racer.
- No liquids should be put on the track by the racers, such as glue or braid juice.

GROUP 10 Novice & Sr. Class

Chassis Novice Group 10: JK Cheetah 21 chassis only. No lightweight pans. No pin tubes. Body clips will be taped before the race begins. Rear axle height may not be altered, only adjusted to make even on both sides. New chassis have been measured so we know what they should measure. Rear axle must be round between bushings.

Chassis Senior Group 10: Any mass-produced stamped steel flexi chassis allowed **except** the open motor box styles (JK Cheetah 11, Proslot/ Kelly SpeedFX).

May use lightweight replacement pan (Senior 10 Only), motor may be soldered to chassis, and front axle may be soldered to chassis.

Motor bracket may be enlarged to allow better gear mesh.

Rear uprights may be braced.

Motor:

Motors will be numbered and handed out the day of the race.

Motors run must be motor given out that day with tape seal intact and assigned number.

Motors may be broken in

Body:

Novice Group 10 bodies:

Any commercially produced body is allowed.

No air control devices.

3 numbers and a driver are requested.

Front wheel wells must be left clear or body cut to horizontal centerline of the front axle.

Senior Group 10 bodies: These 10 Bodies only.

7182 Audi	1048 Dome
7176 Toyota	1083 MG EX257
7178 Porsche	1016 Zonda
7183 Mercedes	1045 Porsche
7185 Cadillac	1044 Mercedes

Need to keep cut line.

All cars must have a 3-dimensional driver.

No paper or clear interiors are allowed.

3 numbers are required, painted or stickers 3/8" tall or taller.

Front wheel wells must be left clear or body cut to horizontal centerline of the front axle.

Gears:

Novice Division – 8 tooth pinion, 28-tooth spur gear must be used.

Sr. Division – Any gear ratio allowed

Only 48 pitch plastic/polymer spur gears may be used.

May solder pinion on motor.

Angle or straight cut gears are allowed.

Tires:

Any diameter rear tire may be used.

Minimum rear axle diameter is 1/8", and must be solid steel.

Minimum front tire diameter is .500" and must be at least 45-degree angle to chassis.

Minimum front axle diameter is 0.047" and must be solid steel.

Front axle may be bent but must pass through both uprights.

Lightweight front and rear wheels are allowed.

4 1/2" STOCK CARS

Chassis:

Any mass-produced 4.5" stamped steel flexi chassis.
A lightweight replacement pan may be used.
Motor may be soldered to chassis
Motor bracket may be enlarged to allow better gear mesh.
Rear uprights may be braced.

Motor Specifications:

Any 16D setup made for Parma, Pro-Slot, Kamen or Kelly.
Only tagged, balanced 16D arms from Parma, Viper, Mura, RJR, Proslot or B.O.W. are allowed.
Minimum dimensions of a stack length of 0.600 inch and 0.513 inch minimum diameter and 70 turns of 30 gauge wire.
Any horizontal end bell hardware may be used.
Any motor brushes and any motor springs may be used.
Only 16D Magnets may be used and can be glued into position, shimmed, honed
Bushings may be soldered or glued to the can.
New holes may be drilled in the can to attach the end bell, and screws holding the end bell may be added or replaced.
The can and/or magnets cannot be modified to provide axle clearance, but the can bushing may be notched so as to provide gear and/or chassis clearance.

NOTE: THIS IS THE SAME MOTOR AS IN THE OUTLAW GROUP 10 CLASS.

Body:

Any 4.5" NASCAR style stock car is allowed.
Bodies must be fully painted (so you can't see chassis through paint) and window areas left clear.
Body must have full opaque Stock Car interior installed in the correct position.
No paper or clear interiors are allowed. Must be a three dimensional interior.
Cars must have a minimum roof height of 1 7/8" measured from the tech block.
Front and rear bumpers must be 1/4".
Front wheel wells must be left clear, or cut to the horizontal centerline of the wheel.
Bodies must have 3 painted or sticker numbers placed on roof and both doors. Numbers must be 3/8" tall or taller.
You must not be able to see the chassis when viewed through the windows.

Gears:

Any gear ratio allowed as long as 48 pitch plastic spur gears must be used.
Pinion may be soldered on motor.

Axles/Tires:

Must use 1/8 inch rear axles and must be solid steel.
Minimum rear tire diameter allowed is 0.770 inch.
Minimum front tire diameter allowed is 5/8" (0.625 inch) minimum front tire width 0.400".
Nail polish may be added to front tires.
Independent rotating fronts are allowed.
Minimum front axle diameter is 3/32". **Axle must be round, no ground flats between uprights.**
Front wheels must rotate and must have a minimum track width of 2 7/8".

OUTLAW GROUP 10

Chassis:

Any mass-produced stamped steel flexi chassis allowed, **except** the open motor box styles (JK Cheetah 11, Proslot/ Kelly SpeedFX).

Lightweight replacement pan may be used.

Motor may be soldered to chassis; front axle may be soldered to chassis.

Motor bracket may be enlarged to allow better gear mesh.

Rear uprights may be braced.

Motor Specifications:

Any 16D setup made for Parma, Proslot, Kamen or Kelly. D cans only.

Only tagged, balanced 16D arms from Parma, Viper, Mura, RJR, Proslot or B.O.W. are allowed.

Minimum dimensions of a stack length of 0.600 inch and 0.513 inch minimum diameter and 70 turns of 30 gauge wire.

Any horizontal end bell hardware may be used.

Any motor brushes.

Any motor springs may be used.

Only 16D Magnets may be used and can be glued into position, shimmed, honed

Oilite may be soldered or glued to the can.

New holes may be drilled in the can to attach the end bell, and screws holding the end bell on, may be added or replaced.

The can and/or magnets cannot be modified to provide axle clearance, but the can oilite may be notched so as to provide gear and/or chassis clearance.

NOTE: THIS IS THE SAME MOTOR AS IN 4 ½" STOCK CARS

Body: Outsight 361 will not be legal after the November race.

Bodies must be fully painted and all window area left clear.

Only the following outlaw bodies may be used in this class:

JK: 6233	Parma: 994	Kelly: 1729
6234	1107	Outsight: 361
6235	1128	

The Outsight body **must** have 1/16" front bumper and rear spoiler height may not exceed 1 ¾". You may use a 4" Stock Car body (not C.O.T)

Gears:

Any gear ratio allowed.

Only 48 pitch plastic/polymer spur gears may be used.

May solder pinion on motor.

Tires:

Any diameter rear tire may be used.

Minimum rear axle diameter is 1/8", and must be solid steel.

Minimum front tire diameter is .500" and must be at least a 45-degree angle to chassis.

Minimum front axle diameter is 0.047" and must be solid steel.

Front axle may be bent but must pass through both uprights.

Lightweight front and rear wheels are allowed.

GTP

Chassis:

Any mass-produced stamped steel flexi chassis allowed, excluding the open motor box style chassis from Proslot/Kelly Speed FX, and JK Cheetah 11.

Lightweight replacement pan may be used.

Motor may be soldered to chassis; front axle may be soldered to chassis.

Motor bracket may be enlarged to allow better gear mesh.

Rear uprights may be braced.

Motor:

Any 16D setup made for Parma, Proslot, Kamen or Kelly. D cans only.

Any tagged Super 16D arm from Parma, Mura, RJR, Proslot, Viper or B.O.W. are allowed

Stack length is 0.490", minimum diameter 0.513", wound with 60 turns of 28-gauge wire.

Only 16D Magnets may be used and can be glued into position, shimmed, honed.

Any horizontal end bell hardware may be used.

Any motor brushes and springs are allowed.

Cooling or inspection holes may be added to the end bell.

New holes may be drilled for holding the end bell to the can and screws holding the can to the end bell may be replaced or added.

No cut motor brushes.

A ball bearing may be used in the can end of the motor.

Oilite/bearing may be soldered to the can.

The can or magnets may not be modified for axle clearance, but the oilite may be notched to provide proper gear and/or chassis clearance.

Body:

All GTP bodies mass produced and available to distributors except Outisight Spyder

All cars must have a three dimensional driver, something with a real head.

No paper or clear interiors are allowed. Must be a three dimensional interior.

Bodies must be fully painted and must have 3 numbers.

Numbers are to be painted or stickers 3/8" tall or taller.

All windows must be left clear.

Front wheel wells must be left clear or body cut to horizontal centerline of the front axle.

No minimum front bumper is required.

Gears:

Any 48 pitch, 64 pitch or 72 pitch may be used. No metal spur gears.

Tires:

Any diameter rear tire may be used.

Rear axle diameter is 3/32" or 1/8" and must be solid steel.

Minimum front tire diameter is .500" and must be at least a 45-degree angle to chassis.

Minimum front axle diameter is 0.047" and must be solid steel.

Front axle may be bent but must pass through both uprights.

Lightweight front and rear wheels are allowed.