

NATIONAL SLOT CAR SCALE RACING ASSOCIATION DRAG RACING RULES NATIONAL VERSION

Revised for January 01 2010

Classes to be covered include heads up, brackets and index. The purpose of this document is to promote "Fair And Equal" racing for ALL competitors. If it is not stated in this document, consider it to be illegal.

All sanctioned races will involve SCALE Drag racing slot cars. Slot Car raceways can use all or part of these rules and regulations without cost to the raceway. NSCSRA only asks that raceways follow the spirit of the rules and keep things Fair And Equal for all competitors. NSCSRA accepts donations for the use of the rules. Please send those donations to the address listed in this document. This donation is NOT generally considered to be tax deductible.

The rules will specify bodies, chassis, motors and ALL parts of the drag car. Regional differences in parts are at the raceways discretion. All MOTORS will be commercially available from the slot car raceways only. Each class will list allowable motors. NOT all allowable motors can be used in ALL classes. See individual class rules.

Edge Class Drivers will be divided into PRO and NON PRO drivers. Non PRO Drivers will NOT compete at any level, class or style of car against a PRO class driver. A NON PRO driver will be classified by the Raceway as NON PRO. A PRO driver will be classified by the Raceway. Each store can determine their own PRO and NON PRO drivers. Once driver becomes a PRO Class driver, they can NO LONGER compete in NON PRO events. NO EXCEPTIONS.

Designations for use in some competition will include PRO, NON PRO and KIDS usage. PRO means a PRO Drag racing class driver. NON PRO means a NON PRO Drag racing class driver. KIDS Class means 12 and under only, no exceptions. Please note this is for SOME competition and not all racing. Light tree will be determined by class. Heads-up, Open Custom, Top Fuel, Funny Car, Pro Stock classes will use PRO (.400) Tree. EDGE KIDS, EDGE NON PRO and EDGE PRO classes will use .500 light trees. ALL Bracket and Index classes will use a .500 light tree. One guide per car ONLY. Car can be no more than 3" wide at any point. All cars in all classes must be painted, decal with a full 3 dimensional painted driver. NO PAPER or flat drivers allowed. Some classes require blowers, motors and roll bars. Top Fuel and Top Alcohol cars do not have to have a driver.**

** No commercially available driver is made as of 01-01-10.

Competition Slips:

All racers will fill out competition slips for each car and class entered. The competition slips will include all basic information as outlined here. Individual raceways can create their own slips but must the minimum information:

1. Full name of Driver and mailing address and telephone number
2. Name of Raceway, address and telephone number
3. Type of Class Entered
4. All relevant car information including motor, chassis, tires, and basic parts.
5. Builder of car
6. Sponsor of car if any
7. Date of competition

A Factory, Manufacturer, Raceway or any slot car Sponsored racer is anyone who races for any Factory, Manufacturer, raceway or slot car Sponsor and receives any assistance in any way from said factory, Manufacturer, Raceway or slot car Sponsor. From now on we will refer to this group of racers as Sponsored.

Any sponsored Racer **MUST** acknowledge himself as such with an appropriate decal or sticker on each car he or she competes with in any competition.

Please note: This sponsored driver can compete but is **NOT** eligible for any plaques, awards, prizes, cash prizes or Raceway Racing Buxx (Merchandise Certificate) This same driver can only “audit” the class.

Sponsored equipment Racers will **NOT** be eligible for any prizes, awards, or eligible to set records in **ANY** class except OCWU. NSCSRA does **NOT** approve of Factory Sponsored racers in **ANY** event except OCWU (Open Custom Winds Unlimited). Raceway can at its option provide a borrow or loaner car for said sponsored driver to use and compete. Using that car and equipment said Sponsored racer is eligible for prizes and awards. However Sponsored racer is **NOT** eligible for any cash prize money or Track Buxx. Failure to follow this rule will result in the racer being banned from any further competition. NSCSRA encourages participation from everyone. However, bad attitudes, swearing excessively, cheating, illegal drugs, smoking, drinking alcohol or fighting is strictly forbidden in any NSCSRA raceway. NSCSRA philosophy is to make all Competition “Fair and Equal” for all. And **ALL** racing, competitors and manufacturers or sponsors will accept and acknowledge this and will adhere to that philosophy. NSCSRA does not encourage Raceway personnel, owners or workers to race against their own customers. This is seen as a bad business practice by rule guidelines and common sense.

For Brackets: Dial-ins must be posted on the vehicle. Upon tech, dial-ins may not be changed past this point and reminding drivers to check their dial-ins before staging. The Race Director will make every effort to enter the correct dial-in; however it is the driver's responsibility to check the dial-in before staging the race car. If a dial-in is wrong **DO NOT STAGE!!** There will be no re-runs as a result of a wrong or missing dial-in regardless if it is your dial in that is incorrect or your competitors. After first completed run, racer can change his dial in. Dial must be put on the car windshield. Race Director must be notified of change **PRIOR** to running. **IF** racer fails to notify Race Director **PRIOR** to staging, the original dial in will stand and no change can be made.

BYE RUNS: For the first round of eliminations if there are an uneven number of cars in the round, a bye run will be chosen by the luck of the draw. Selection will be from slowest bracket dial-in signup to fastest dial-in signup until the Number ONE the word BYE is drawn. The racer who draws the # ONE or the word BYE will get the bye run for the first round. This selection is **NOT** based on fastest time, reaction time or type of car. This selection is a random draw for bye run in the first round only.

For the remaining rounds of eliminations, the bye run will be awarded to the driver with the best non-red light reaction time in the previous round. If there is an even number of competitors, no bye run will be given. Once a driver has taken a bye run, he will no longer be eligible for a bye in other rounds in the same event, unless all the remaining competitors have also taken a bye run. In subsequent rounds the competitor or racer with the best dial in for that round will be given lane choice.

BUY BACKS: Buy backs are available for all classes except Kids racing classes. You can only buy back into the **SECOND ROUND**. Notify the Assistant Race Director and pay your \$2.00 (Track choice of fee) buy back fee. Tell the Assistant Race Director the class you're running, name, and car number. This buy back fee is **CASH ONLY**. A receipt will be given to the racer who elects to "Buy Back" in the second round. The time to buy back expires as soon as the final call for second round for your class has been made.

RE-RUNS: From time to time, problems may occur that require a pair or pairs of competitors to have to be re-run in eliminations. It is at the sole discretion of the Race Director determine re-runs. The race director will re-run pairs in the event of computer malfunction or other uncontrollable circumstances whenever possible. Each situation is different, and will be dealt with in the most Fair and Equal way for all racers involved. At times a clear winner can be determined without the need for a re-run. Be aware that the practice of re-runs will be kept to a minimum. Failure to

agree to re-run will result in loss of round and round points if applicable. The track will use the sensor check monitor to insure all sensors are working properly. If a sensor is found to be defective, it must be replaced BEFORE the next run. Tracks must have back up sensors and lights if applicable.

When the track timing system has been determined to be working properly, we will go to the "Timing Light Sensor" check run.

Timing Light Sensor Check run: This rule does NOT apply to MPH light. Only to timing light sensor. In the event a car fails to pick up the Timing light sensor at the end of the strip:

Raceway will run timing light sensor car on that lane that failed to trip timing light. Should Raceway timing light sensor car pick up the final timing light the lights will be determined to be working. The competitor whose car failed the original final timing light will get his timing light run. Said car will have one light sensor check run in that lane after track official/Race Director checks the timing light system as outlined previously. The run is by himself and not in competition with the other car. If that same car completes its timing light sensor check run and still fails pick up the sensors the car is eliminated as it has been determined to be car failure and not a timing light malfunction. Then the win is awarded to the other car as the original results will stand without re-run.

IF a car completes the Timing light sensor run and picks up the light sensor at the end of the strip, a re-run then must be made for both cars. The reason for this rule is to keep competition Fair and Equal. Please note: If that same car fails to trigger the final timing light again in the same event again it will be assumed that the car is at fault and no further check or re-run made with that car. This is known as the "One and done rule for re-runs". The issue then will be closed and the event continues. This rule assures that the track timing light system is working properly. Please note if a racer's car breaks, fails to stage or deslots at any point on the track does NOT warrant a re-run and no re-run is allowed.

STAGING: All competitors will be given one minute to stage their race car. The timer will be set to start automatically when the 60 seconds expire whether both cars have completed staging or not. This is adequate time to clean and re-glue the track for all competitors. If one or both cars fail to stage, the car or cars that fail to stage will be eliminated from competition. NO Bye runs will be allowed for failure to stage and race. If a car breaks after staging and the car fails to complete the run, the racer's competition is over for that car. No re-run is allowed.

RECORDS: Records are set only during competition. IF a NSCSRA National Record is broken it will be backed up by a second “BYE RUN” by the apparent Record holder. The backup or “repeat performance verification run” must be on the same lane and within 2% plus or minus of run set. Example: The old record was .550 at 90 MPH. The backup repeat performance verification run must be within 2% of the proposed new record. Failure to do that will leave the original record in place and NO NEW record will be established.

In the rare instance two or more racers have the exact E.T. within .001 the tie breaker will be the fastest Miles Per Hour (MPH) reading for that proposed record setting run. IF a tie should still be in question, the racer who ran the fastest E.T. first in that event will be declared record setter of the E.T.

NO records can or will be set in practice. Records are only set in NSCSRA Drag racing events under current established track condition and track power requirements with close observation of the starting procedures, running and finishing of the in competition ONLY run as well as the record setting time. Establishment of accurate records in Drag Racing (Slot Cars) is a important part of the hobby. Every effort must be made to maintain accuracy and validity. Race Director or Raceway Owner MUST verify the record setting run via email to NSCSRA@msn.com or by mail at the address listed in this document.

Information in the email and or USPS mail correspondence must include name, address, telephone number and contact information. An actual Photograph and NOT digital image displaying the E.T. and MPH with the backup run should be included for verification purposes. Exact information about the car, the car owner and the track must be included. Driver must also be registered with NSCSRA on Scale Racing Community with all accurate contact information.

Track Power for Drag and Road Racing

NSCSRA approved track power is 16 -16.3 volts D.C. NSCSRA standard for power using 2 deep cell marine batteries and a battery charging system. Alternate power is clean 16 volt power supply with appropriate capacitor or capacitors.

Road racing is 13.8 volts DC or less. Can be battery or power supply. 1/32nd scale plastic track racing can be from 9 volts to 18 volts depending on the track, cars and driver skill level. See 1/32nd scale rules for Plastic Tracks in

a commercial establishment.

NSCSRA standard for records and competition:

Drag Racing: 16.0 to 16.3 volts D.C.

Road Racing Wooden Track: 13.8 Volts D.C.

1/32nd scale 9 volts to 18 volts D.C.

Conduct of all participants and their friends

Any displays of vulgarity, profanity, and anger are strictly prohibited and not in keeping with the family atmosphere at NSCSRA raceways or events. Such conduct is not acceptable for any reason or cause. Multiple displays of such conduct will result in offending person or persons being asked to leave the premises. In some instances a permanent ban may be enforced for said offender. Competitors are responsible for the conduct of all of their invited guests including children and adults.

Competitor Cheating

Competitor cheating is strictly prohibited by rule. Violation of a rule does not for the most part mean the person was consciously violating the rules of NSCSRA or the raceway. The Raceway will utilize common sense and discretion when dealing with this issue. An example of this is the racer used the incorrect Tire size for the car. The racer will be asked to change the part and re tech. No penalties shall be imposed. See gross misconduct or cheating for penalties.

Gross misconduct or Cheating:

Gross misconduct or cheating is defined as a deliberate attempt or action by any participant (including race pit person) to avoid, circumvent or alter the stated rules as listed.

Examples of this:

- 1. Retagging of an armature for use in the incorrect class.**
- 2. Opening up of a sealed motor (by tape) to rebalance, retag, advance timing or otherwise alter a sealed motor. Please note that changing brushes or springs is not considered altering of said sealed motor.**
- 3. Opening up of a sealed motor other than tape: Some motors like S-Can or Falcon motors are factory sealed by tabs or other means. These motors may NOT be opened for any reason. Opening up these motors to rebalance, retime or otherwise alter this motor will be deemed cheating or gross misconduct.**
- 4. Use of a non commercially available part in any class other than OCWU. Usage of ANY non commercially available part is prohibited by rule. All**

parts must be commercially available for use by all competitors in any given class as outlined by rules. ANY competitor found to be using non commercially available parts will be deemed to be guilty of gross misconduct or cheating.

Examples of this violation:

1. Usage of any currently produced armature type not available for sale through raceways and their distributors. Usage of this type of non standard armature is restricted to OCWU as outlined by rule. This is deemed by NSCSRA as a deliberate attempt to avoid, bypass or violate stated rules.

Penalty for anyone deemed to be guilty of gross misconduct or cheating:

NSCSRA does NOT tolerate this type of behavior by any competitor in this hobby. The competitor or his representative found to be in violation of this rule is disqualified from that competition or event. The name and pertinent information of the offending competitor is asked to be forwarded to NSCSRA. A report is asked on the situation and hereby requested by NSCSRA from the Raceway Owner or Race Director. That report will be reviewed for content.

NSCSRA officials will review the case and see if a permanent ban from competition is deemed proper. The offending person or persons will have the opportunity to appeal the local raceway decision. IF the violation is found to be gross misconduct or cheating NSCSRA can or will impose the "One and Done Rule". The person or persons will be permanently banned from ANY and ALL competition at any NSCSRA event or raceway utilizing these rules and regulations. Raceway at their discretion have the right to permanently ban this person or persons from their premises.

NSCSRA does not tolerate any conduct like gross misconduct or cheating as this violates the basic premise of "Fair and Equal Racing for All".

Factory sponsored, factory employed or Pro Racers conduct

Factory sponsored (FS), factory employed (FE) or Pro Racers are encouraged to participate in all events. See participation limits by said racers under rules and regulations. Factory sponsored, factory employed or Pro Racers are strictly prohibited from selling direct to any raceway customer. Sales known as "parking lot" sales are prohibited. See "One and Done Rule".

ANY and ALL promotional items distributed by FS, FE or Pro racers must be given to raceway for distribution as the raceway sees fit. This includes

swag (Promotional items), slot car merchandise, or ANY item the FS, FE, or Pro racer wishes to distribute. The proper credit for those items will be given to the FS/FE or Pro Racer.

FS or FE or Pro racers found to be violation of these rules will be asked to leave the premises and NOT return. The name or names of offenders will be forwarded to NSCSRA for review. IF it is found to be gross misconduct by said representative of that Factory, employer or sponsor by NSCSRA, NSCSRA will have the option to ban usage of all products from said factory, employer or sponsor. Offending party will have one opportunity to appeal that decision prior to that action. If the final result of the appeal is the implementation of the “One and Done Rule”, the offending party including the factory, employer or sponsor and racer will be permanently banned from any and all future competition. The Factory products will be de-listed (removed) from the approved list and not eligible for any NSCSRA competitive events. This in no way is meant to ban sales of the products in the individual store. But del-listed (removed) usage in a NSCSRA event or race is prohibited from then on in competition. NSCSRA realizes some may see this action as harsh. However this rule protects the integrity of the competition and the participants and is in keeping with the “Fair and Equal racing for All” philosophy of NSCSRA. Appeals should be forwarded to address listed and sent to the attention of National Rules Tech Director. National Rules Tech Director for 2010 to 2011 is James Bronson.

“One and Done Rule”

The one and done rule applies to all NSCSRA events, races or raceways utilizing NSCSRA rules and regulations. Simply stated: get caught violating rules and that action is deemed gross misconduct or cheating, you, your products, your representatives and sponsors are permanently banned from competition. Offenders will have ONE appeal to NSCSRA for a reversal. If that appeal is denied, the ban is enforced from that day on and no further appeal is possible.

This rule in no way should be interpreted as a ban on sales of products by individual factories, sponsors or distributors. Only as a permanent ban on their use in competition at NSCSRA events, races or Raceways utilizing NSCSRA rules. NSCSRA will not allow the spirit of the “Fair and Equal Racing for ALL” philosophy to be violated in any way.

The following is the list of all approved Motors, tires, chassis and all parts for the 2010 to 2011. Parts means ALL parts of a slot car. Any additions, subtractions or changes to this list can be made from time to time during a calendar year. However, any additions to this and any other NSCSRA list will be made by NSCSRA notification ONLY. NSCSRA will notify the individual tracks of any changes 90 days before the effective date of that change. Manufacturers of any

new parts not on this list including motors, chassis, bodies, tires and any other applicable part must submit these items to the following at least 120 days before approval. Once approved the tracks will be notified of approval. Tracks will then post the additional parts on the wall or hand out to the racers at least 60 days before allowing their use. Please note, ALL parts must be commercially available from the slot car raceways. Any non commercially available part is NOT allowed in any NSCSRA event. The only exception is the class called Group OPEN Custom Winds.

Allowable Motors:

Motors and classes will be broken down as to motor usage. Motors will range from S-16D to opens.

Motors are class specific so ALL motors do NOT apply to all classes. For specifics, see class. Please note, ProSlot can be listed as Kelly, Speed FX or Pro Slot or both. Not all manufacturers items will be listed. Only those used or designated for Drag Racing. Any manufacturer wanting to add a part to this list, contact NSCSRA@msn.com

NSCSRA Armature Specifications for ALL Drag and Road Racing Classes

To keep with the “Fair and Equal” policy of NSCSRA all armatures must be commercially available as described here:

Armature Specifications

Armatures must be commercially available for ALL racers to purchase at Local slot car raceways and available from a recognized Slot Car Distributor.

Armatures must be NSCSRA approved for their class usage. Only copper wire, round can be used. Any price or type limit is defined in each class. Combination or multi strand wire like “litzendraht” commonly called Litz wire in the U.S.A. is prohibited. Only single strand copper wire. Wire manufacturers use the industry standard of .0005 as the guide line for wire. NSCSRA has adopted that standard also as this is fair and equal for all manufacturers, racers and rules.

For example: a group 20 armature wound with 38 turns of # 27 wire would be allowed with this standard within .0005 of stated wire size of .01420 or commonly called 14 thousands wire. Therefore the armature will meet required specifications if it measures between .0005 less at .01399 to .0005 more at .01470 based on production standards recognized by wire manufacturers.

Magnets must be ceramic NON COBALT or RARE EARTH only. Exception is Cobalt (Rare Earth Class) Open 7, Group 27 and OCWU.

Motors and Armature Specifications

**Class 16D, balanced or unbalanced Armature is to be as follows:
.513 Diameter, Minimum stack .600, 70 turns of 30 Gauge wire,
Tagged 16D Standard is.01000
Gauge allowed is 0.0095 - 0.0105”**

16D (Unbalanced) Motors

Fast Ones

FO200, 201, 202, 203

Kelly Speed FX

KE-2000, 2002, 2107, 2118

Proslot

PS-2017C-38 , 2017C-42, 2017C-45 , 2110C-38 , 2110C-42 2110C-45

PS-2000, 2102, 2102S (Sealed) 2002 (Double Sealed)

Parma 72001

16D Balanced Motors

Fast Ones

FO207, FO207H, FO 208 from 25 to 30 degrees

FO249, FO269B, FO270B, FO271, FO272, FO273, FO 273B, FO500, FO500H

FO501, FO501H,

FO203

Kelly

Parma 501, 501I, 501S, 72015

ProSlot 2000, 2002, 2103 , 2106, 2107

Class S-16D armatures are to be as follows:

.513 Diameter, Minimum stack .490, 60 turns of 28 Gauge wire,

Tagged S-16D wire manufacturer standard is 0.01260

Gauge 0.0121-0.0131

S-16D Motors

Fast Ones

FO217, FO231, FO234, FO235

FO261, FO261B, FO262, FO263, FO264, FO264B, FO264H, FO266, FO268

FO502H, FO503H, FO504, FO505, FO506

Kelly

KE-730,

Parma

499, 502, 502I, 502S, 72014,

ProSlot 2001, 2003, 2101. 2102, 2104-38, 2104-45, 2104-50, 2107 , 2108

2110A-38, 2110A, 2110b, 2110C(.560 diameter Arm)

Group 12 Motors .510 to .518 Diameter armatures

Class Group 12 armatures are to be as follows:

.510 to .518 Diameter,

Minimum stack .350 with 50 turns of Number 29 gauge wire.

Tagged X-12 industry standard is 0.01130

Gauge .01080-.01180

Fast ones

FO722C, FO722E

Koford

M495-12 .510 armature

M594-12 .510 Armature

M595-12 .510 BB Armature

M525-12 Tri-Star .518 armature

M550-12 .510 BB Armature

Kelly

Parma

Par-455

ProSlot

738D

748-12 Dragmaster,

760 ProC

Viper

916B-48 .511 armature

Group 20 Motors

Class Group 20 armatures are to be as follows:

.510 to .518 Diameter,

Minimum stack is to be a minimum of .440 with 38 turns of Number 27 gauge wire.

Tagged 20 industry standard wire is 0.01420

Minimum Gauge .01399-.01470

Fast Ones

Kelly

Koford

M525-20 Drag 20 Tri-Star Drag 20 arm (.518)

M594-20 Drag 20

M495-20 Blueprinted 20

M595-20 Double ball bearing Drag 20

Parma

ProSlot 730, 739D, 742, 743 Quad, 743748-20 Dragmaster, 748-20S,

74820S-BB

ProSlot PS 101 Sportsman .550 Big Block , PS 103 Sportsman .550 Big block (Quad, six mag, 43/44/54 wind,

Top Gun Class Motors

Top Gun Motors .510 Diameter, Minimum stack is .440 with 84.5 wind ONLY,

Koford

M597 Neo .510 TG M468-84.5

M598 Double ball bearing Neo .510 TG M468-84.5

M590 Drag TG motor with .510 diameter M468-84.5

M591 Double ball bearing drag TG motor with 510 diameter M468-84.5

ProSlot

PS 733 Top Gun 12 84.5 arm

PS733MM Top Gun 84.5 arm

PS733BBMM 84.5 arm

Top Gun Arm for Motors .445 to .459 Diameter, Minimum .440 Stack for C-Can with winds listed below:

Koford

M275SC-54 M275SC15-24 459

M199C-53 M275SC15-24 459

M199C-43 M275SC15-24 459

M119SAW-54 M275SC15-24 459

ProSlot

PS-104-43

PS-104-44

PS-104-54

Group 27 Armature Specifications:

Group 27 Motors

M196-27L G27

M196-6-27

GROUP 7/OPEN (UNLIMITED)

All General Rules apply.

1. Motor: No restriction.

2. Chassis: No restriction.

3. Bodies: General Rules apply.

4. Wheels, Tires, & Gears & other parts: General Rules apply

Open Motors Group 7 with .459 standard armature winds M275SC15-24 459 drag arms with winds 64, 74.5, 84.5, 94.5

Racers can use other manufacturer set ups to make an Open 7 motor.

However ALL parts of motor must be commercially available through Slot Car raceways and Distributor network. No orphan or specialty or NON commercially available parts allowed.

Koford
M196D654 G7
M196-6-G7

GROUP OPEN CUSTOM WINDS (UNLIMITED)

Open or experimental or factory sponsored or custom motors and winds. For the experimenter who wishes to use NON commercially available slot car motors and parts. Please note, these parts, motors and items are NOT allowed in any other class except this one. This is an exhibition class ONLY. Racers and NSCSRA may also refer to this class OCWU or Open Custom Winds Unlimited.

All General Rules apply.

1. Motor: No restriction.
2. Chassis: No restriction.
3. Bodies: General Rules apply.
4. Wheels, Tires, & Gears & other parts: General Rules apply

Heads-Up Class:

No index or bracket. Strictly heads-up go for it racing within each motor class as designated by rules.

Index Classes:

Index is setup using motors from list a outlined.

- 1.190 16D and S-16D
- .990 Group 12 and group 20 motors
- .790 Group 27 and Open motors

NO INDEX for OCWU class as this class is strictly Experimental NON STANDARD motors.

Bracket Classes (Other than Edge):

Racing is based on racer setting his dial in prior to the start of the race. Going faster than the racer selected dial in will result in a breakout and usually a loss of that round or race. See basic Drag rules.

Edge Bracket Class:

KIDS EDGE CLASS: Stock out of the box Parma EDGE with S-16D motor. Can solder or epoxy bushings. Can change both crown and pinion for tuning purposes. Must be Parma gears.

Must use ALL STOCK parts. RTR # 452 A, B, D, E , F, or G styles RTR's ONLY. Must use Camaro # 992, Mustang # 993 or stock body that came with the RTR. Must be painted and decaled.

NON PRO EDGE CLASS: Stock out of the box Parma EDGE with Group 12 motor. Can solder or epoxy bushings. Can change both crown and pinion for tuning purposes. Must be Parma gears. Must use ALL STOCK parts. RTR # 452C ONLY. Pro Mod Body # 991, Firebird #1004, Camaro # 1005 bodies only. Must be painted and decaled. ONLY.

PRO EDGE CLASS: STOCK out of the box Parma EDGE with Group 20 motor. Can Solder or epoxy bushings. Can change both crown and pinion for tuning purposes. Must be Parma gears. Must use ALL STOCK parts. RTR # 453H ONLY. Dodge Stratus body #1002, Dodge Stratus # 1009, Camaro # 1011 and Vette # 1066 bodies only. Must be painted and decaled. Please note, if it is not a stock item it is NOT allowed. That includes tires for the three classes listed above. This is bracket class using a .500 light.

Class designations for Edge cars:

ED/C Group 20 motor (Pro Driver)

ED/D Group 12 motor (Non Pro Driver)

ED/E Super 16D motor (Kids class 12 and under)

CLASSES (non Parma Edge)

The class designations or type will be separated as follows Lexan/PTEG/or Plastic Model Hardbody/Resin or Styrene are allowed as outlined. Each class will run their own races. No class will run against another class. (Unless bracket racing)

Lexan/PETG will NOT run against PMH/R or Styrene and so forth. All General rules will apply to each class Body. Simply stated, Select your body type and the rules for the general rules for that class unless otherwise stipulated.

Lexan Comp

NSCSRA Comp Class has more variety than any other NSCSRA class with Dragster, altered, street roadsters, coupes, sedans, front-engine nostalgia dragsters, sport compact cars These are index classes based on what a well built car should run with an appropriate index set for each class.

All Parts must be commercially available for sale at the raceway. This class is for Lexan Altered bodied Drag cars ONLY featuring 1948 or OLDER Coupe, Sedan or Roadster. No side dams or side wings. Rear wing is allowed to be no more than 2" long. Can be no wider than body of the car.

A/A Open class motor

A/B Group 27 motor

A/C Group 20 motor 739D only

A/CC group 20 motor from approved list

A/D Group 12 motor

A/E Super 16D motor

A/F 16D motor (balanced)

A/G 16D motor (unbalanced)

Chassis: Spring Steel inline chassis or Wire and stainless/Piano wire or Wire and Brass/Piano wire. 12.0" maximum length from nose of body to wheelie bar. Ball Bearings allowed.

Rear Tires: Any brand listed on allowable tire manufacturer that is at least .500 wide and at least 1 3/16" tall. 1 5/16" is allowed.

Front Tires: Any brand listed on approved Tire manufacturer that is at least .250 wide and at least 5/8" tall. Can be O ring, solid rubber or foam compounds.

Bushings only in A/E (S-16D) only . Axles size, 3/32" or 1/8".

Minimum weight is 70 grams for all the above Lexan Altered classes. Rear wing is allowed.

Lexan Top Fuel Classes:

Lexan bodied top Fuel chassis. Ball bearing allowed in chassis.

Body: Must resemble a NHRA Top Fuel Dragster. That includes

a high mounted wing that will maintain scale appearance. Wheelbase is a minimum of 9". Overall length is 14" from nose to center line of the rear axle. PMH/R and Styrene class cars same general rules except body requirements.

Body, must be from approved body list for Lexan Top Fuel Class. See approved manufacturer body list.

TF/A Motor: Motor: Any commercially available Open 7 Motor

TF/B Group 27 motor

TF/C Motor: Group 20 ProSlot 739D only. No ball bearings. Stock motor out of the box.

TF/CC Group 20 motor from list of approved motors. Can be shunted and blueprinted and use ball bearings in can and end bell. All other rules are the same as TF/C class rules.

TF/D Group 12 motor from list of approved motors.

TF/TG Motor: Top Gun Motor any specified wind, see rules.

Chassis: Hand built from Wire and Brass or Stainless steel .

Chassis must be commercially available if EDM or Spring Steel material.

Rear Tires: at least .500 wide by 1 3/16" or taller from approved tire manufacturer list.

Front Tires: at least .250 wide and 5/8" tall. Must be free spinning. Does Not have to touch and roll.

Top Fuel Hardbody class same as Lexan/PETG and Styrene rules except for body requirements.

Minimum weight is 70 grams Lexan/PETG

Minimum weight is 90 grams Styrene

Minimum weight is 110 grams HBP/R

Rear wing on all TF class cars must be minimum height of 2.25" from centerline of rear axle. May be secured over or back of rear axle to maintain basic scale appearance.

Funny Car (Lexan/PETG)

1980 or newer Funny Car body with interior. Painted, decaled and numbered. Cut line shall be used for body. Wheel Wells must be clear and do NOT have to be cut out.

Chassis: unlimited with ball bearings allowed in chassis in ALL classes.

Rear Tires: Minimum .990 tall X .300 (.250) wide from approved list.

Front Tires: Minimum .500 Diameter from approved list.

FC/A Open class motor

FC/B Group 27 motor

FC/C Group 20 motor 739D only

FC/CC Group 20 motor from list of approved motors

FC/D Group 12 motor

FC/E Super 16D motor

FC/F 16D motor (balanced)

FC/G 16D motor (unbalanced)

Funny Car (PMH/R)

Rules same as Funny Car Lexan/PETG except for body and class designation. Add HB to class name. Example: FC/HB/A

Funny Car Styrene

Rules same as Funny Car Lexan/PETG except for body and class designation. Add S to class designation. Example: FC/S/A

Pro Stock (P/S)

Body is 1985 or newer American Sedan. Body MAY NOT be chopped, lowered or have exaggerated wheel well openings. Bumpers shall be cut along cut-lines for Lexan. Full Bumpers for HBR or Styrene.

Lexan Classes:

PS/A Open class motor

PS/B Group 27 motor

PS/C Group 20 motor 739D only.

PS/CC Group 20 motor from approved list

PS/D Group 12 motor

PS/E Super 16D motor

FC/F 16D motor (balanced)

FC/E 16D motor (unbalanced)

Chassis: Unlimited sidewinder or Inline. Ball bearings allowed in chassis.

Rear Tires: Minimum 1 3/16 " Tall X .400 (.435) wide.

Front Tires: Minimum .500 diameter

Axle and gear: Any 1/8" or 3/32" diameter axle.

Weight minimum: 90 Grams

Hardbody Pro Stock

Rules same as Pro Stock Lexan/PETG except for body and class designation. Add HB to class name. Example: PS/HB/A

Pro Stock Styrene

Rules same as Pro Stock Lexan/PETG except for body and class designation. Add S to class designation. Example: PS/S/A

Weight Minimum: 120 Grams

Nostalgia Street 1949 thru 1980

This class is for the "Golden Age" of Drag Racing. Sub-Classes include Midnight Nostalgia Street class with car bodies from 1949 to 1969.

Street Modified Class with bodies from 1970 thru 1980.

Chassis: Unlimited sidewinder or Inline. Ball Bearings allowed in chassis. No Ball Bearings in S-16D Class.

Rear Tires: Minimum 1.01" Tall X .400 (.435) wide.

Front Tires: Minimum .500 diameter

Axle and gear: Any 1/8" or 3/32" diameter axle.

Minimum weight is 90 grams Lexan

Minimum weight is 110 grams for Styrene

Minimum weight is 120 grams for HBP/R

NS/Lexan Classes:

NS/E Super 16D motor

NS/F 16D motor

SM/Lexan Classes:

SM/A Open class motor

SM/B Group 27 motor

SM/C Group 20 motor 739D motor only
SM/D Group 12 motor

Hardbody Nostalgia Street

Class racing with heads up, no timing lights, flag person start. NON Electronics to duplicate 50's-60's style of street racing. If there is a dispute as to who beat whom the electronic final light will determine winner. Electronic timing light, results and screen will available ONLY to race director who has final say as to win.

Chassis: Unlimited sidewinder or Inline. Ball Bearings allowed in chassis. No Ball Bearings in S-16D class.

Rear Tires: Minimum 1.01" Tall X .400 (.435) wide.

Front Tires: Minimum .500 diameter

Axle and gear: Any 1/8" or 3/32" diameter axle.

Minimum weight is 90 grams Lexan

Minimum weight is 110 grams for Styrene

Minimum weight is 120 grams for HBP/R

Body and class designation. Add HB to class name. Example: NS/HB/A for Nostalgia Street Hardbody class E. Street Modified Hard Plastic it would be SM/HB/E. Styrene class cars add S. Example: NS/S/E or SM/S/E.

TRACTOR PULL and FOUR WHEEL DRIVE

Tractor Pull

This class is an exhibition type of class only:

This is a custom built class limited to 2 Slot car S-16D motors per car. Motors can be mounted inline, tandem, sidewinder, anglewinder or separate axle. Body must follow all NSCSRA basic rules. NO NON Slot car or Drag car parts are allowed. All parts must be commercially available. Please note that "gear boxes" are not allowed. Multiple non powered axles are allowed.

No restrictions as to axle size, bushing/bearing size, tire size, body or style. Drop Arm chassis allowed. Wheelie bar is

optional. Inventiveness and originality is encouraged by local raceways and approved by NSCSRA. The overall length of the car is limited to 14 inches from bumper to bumper of the body or wheelie bar if attached.

Slot car raceway will provide the rig or flat bed with removable weights to be pulled by the competitors cars. At no time will competitors be allowed to have access to this rig or flat bed except for practice or competition. Weights must be marked as to actual weight.

FOUR WHEEL DRIVE:

An exhibition type of competition aimed at the experimenter or inventor. The Four Wheel drive vehicle will have power to both axles by either one or two S-16D motors from approved list. Raceways can use 16D motors from list as a substitute. However 16D and S-16D can not compete against each other. Body can be Lexan, Plastic Hardbody, Resin or Styrene. Please note that “gear boxes” are not allowed.

Road Racing 1/24th scale NSCSRA update for 2010 Addendum to all previous Road racing rules:

The following is the updated list of all approved Motors, tires, chassis and all parts for the 2010 to 2011. Parts means ALL parts of a slot car. Any additions, subtractions or changes to this list can be made from time to time during a calendar year. However, any additions to this and any other NSCSRA list will be made by NSCSRA notification ONLY. NSCSRA will notify the individual tracks of any changes 90 days before the effective date of that change. Manufacturers of any new parts not on this list including motors, chassis, bodies, tires and any other applicable part must submit these items to the following at least 120 days before approval. Once approved the tracks will be notified of approval. Tracks will then post the additional parts on the wall or hand out to the racers at least 60 days before allowing their use. Please note, ALL parts must be commercially available from the slot car raceways. Any non commercially available part is NOT allowed in any NSCSRA event.

NSCSRA

PO BOX 1459
Apache Junction
Arizona
85117

Allowable Motors for ALL NSCSRA applications 1/24 and Drag:

Motors and classes will be broken down as to motor usage. Motors will range from S-Can to S-16D to opens. Motors are class specific so ALL motors do NOT apply to all classes. For specifics, see class. Please note, ProSlot can be listed as Kelly, Speed FX or Pro Slot or both. Not all manufacturers items will be listed. Only those used or designated for road Racing or Drag Racing. Any manufacturer wanting to add a part to this list, contact NSCSRA@msn.com and send a minimum of two or more promotional samples of each product. Product will not be returned.

Motors:

S Can or Falcon style Motors (1/24th scale competition)

JK Falcon (any version) including Patto's, Slick 7, Pla-fit or TSRF
Pro Slot 4000, 4001, 4002 (Does not include 4002B)

Please note: The American versions due to COST are not allowed in this class. This class limit's the cost of the entire motor at 22.00 MSRP. See S-Can Unlimited Class.

S-Can Unlimited for Unlimited Budget 1/24th Can Am:

Pro Slot 4002B (all versions commercially available)

Only motor allowed in this class

16D Motors: (Can be balanced or unbalanced)

Fast Ones

FO200, 201, 202, 203

FO207, FO207H, FO 208 from 25 to 30 degrees

FO249, FO269B, FO270B, FO271, FO272, FO273, FO 273B, FO500, FO500H

FO501, FO501H, FO203

Kelly Speed FX KE-2000, 2002, 2107, 2118

Parma 501, 501I, 501S, 72001, 72015

Proslot PS-2017C-38 , 2017C-42, 2017C-45 , 2110C-38 , 2110C-42 2110C-45

PS-2000, 2102, 2102S (Sealed) 2002 (Double Sealed)

Cost for 16D limited to 25.00 retail.

S-16D Motors:

Fast Ones

FO217, FO231, FO234, FO235
FO261, FO261B, FO262, FO263, FO264, FO264B, FO264H, FO266, FO268
FO502H, FO503H, FO504, FO505, FO506

Kelly

KE-730,

Parma

499, 502, 502I, 502S, 72014,

ProSlot 2001, 2003, 2101, 2102, 2104-38, 2104-45, 2104-50, 2107, 2108
2110A-38, 2110A, 2110b, 2110C(.560 diameter Arm)

Cost for S-16D limited to 45.00 retail.

Contender- Competitor-Sportsman Motors

Champion 508 (any version)

Koford 504C, 527C

ProSlot 3001, 3001C, 729B, 760 Pro A (.540 Diameter)

Group 12 Motors .510 to .518 Diameter armatures

Fast ones

FO722C, FO722E

Koford

M495-12 .510 armature

M594-12 .510 Armature

M595-12 .510 BB Armature

M525-12 Tri-Star .518 armature

M550-12 .510 BB Armature

Kelly

Parma

Par-455

ProSlot

738D

748-12 Dragmaster,

760 ProC

Viper

916B-48 .511 armature

Group 20 Motors

Fast Ones

Kelly

Koford

M525-20 Drag 20 Tri-Star Drag 20 arm (.518)

M594-20 Drag 20

M495-20 Blueprinted 20

M595-20 Double ball bearing Drag 20

Parma

ProSlot 730, 739D, 742, 743 Quad, 743748-20 Dragmaster, 748-20S,

74820S-BB

ProSlot PS 101 Sportsman .550 Big Block , PS 103 Sportsman .550 Big block (Quad, six mag, 43/44/54 wind,

Top Gun Motors .510 stack, 84.5 wind ONLY,

Koford

M597 Neo .510 TG M468-84.5

M598 Double ball bearing Neo .510 TG M468-84.5

M590 Drag TG motor with .510 diameter M468-84.5

M591 Double ball bearing drag TG motor with 510 diameter M468-84.5

ProSlot

PS 733 Top Gun 12 84.5 arm

PS733MM Top Gun 84.5 arm, PS733BBMM 84.5 arm

Top Gun Arm for Motors .445 to .459 Diameter, .860 Stack for C-Can

Koford

M275SC-54 M275SC15-24 459

M199C-53 M275SC15-24 459

M199C-43 M275SC15-24 459

M119SAW-54 M275SC15-24 459

ProSlot

PS-104-43

PS-104-44

PS-104-54

Group 27 Motors

M196-27L G27
M196-6-27

Open Motors Group 7 with .459 standard armature winds M275SC15-24 459
drag arms with winds 64, 74.5, 84.5, 94.5

Racers can use other manufacturer set ups to make an Open 7 motor.
However ALL parts of motor must be commercially available through Slot
Car raceways and Distributor network. No orphan or specialty or NON
commercially available parts allowed. All armatures must be commercially
available for sale the slot car raceways.

Koford
M196D654 G7
M196-6-G7

Open Custom Wind Motors

also known as experimental or non standard or custom winds

Open motors with any standard armature blank can be used with no
restriction as to manufacturer or requirements. This class is for
experimental, non standard or custom winds NOT available for purchase at
the local raceways. No tech will be necessary for this class or enforced.
This class is not regulated and open to experimenters and designers.
This class is open to almost everything slot car. Only slot car products are
to be used however.

Chassis: Any, Tires: Any, Motor: Any (Slot car only)
All other parts: Any, Guide: One

Road Racing Bodies for 2010 ADDENDUM

GT1-LMP-GTP Classes:

Outisight Designs A=0.007 body thickness B=0.10 body thickness

Either A or B thicknesses are allowed unless otherwise specified by rule

Ferrari 333 0063, Lola-MG 0284, Audi R8C 0285, Bentley EXP 0286

Porsche EVO 0287, Audi R10 0288, Cadillac USRA 0289

JK Racing Products

Toyota GT-1 7176, Porsche GT-1 7178, Audi RSC 7182, Mercedes
CLR 7183 BMW V-12 7184, Cadillac LeMans 7185, Panoz 7186, Lola
Judd 7187, Audi R8 7192, Reynard 7193, Chrysler LMP 7194,
Courage C60 7195, Panoz LMP 7196, Bentley 7197, MG-Lola 7198,
Dome 7199, Ascari 7200, Lister Storm 7202, Porsche 7203,

**Lola B05 7204, Mazda 7205, Audi R10 7206, Bentley 03 7207,
Lister 7209, Peugeot 908 7213, Crawford DP 7231, Picchio DP 7232,
Riley DP 7233, Chase DP 72351**

Parma-PSE

**Zonda 1016 , Mercedes GT-1 1044, Porsche GT-1, 1045
Dome 1048, MG EX257 1083**

Champion (Parma)

Mosler 262X-CH, Saleen 263X-CH

**ALL classes are governed by the general NSCSRA RULES covering all slot
car completion as updated since 1989 and protected by copyright 2010.**

Any questions should be directed to NSCSRA@msn.com or via mail at:

**NSCSRA
PO BOX 1459
Apache Junction
Arizona
85117**

