



***QUARTER SCALE AUTO CLUB, Inc.***

*Website <http://www.qsac.org>*



***2007 QSAC Showdown N.C.S.  
Host Track Package***

# QSAC Showdown N.C.S.

March 16<sup>th</sup> – 17<sup>th</sup> ..... **QSAC Showdown N.C.S. (Western District Race #1)**  
*Hosted by: Milestone Ranch in Riverside, CA.*

April 13<sup>th</sup> – 14<sup>th</sup> ..... **QSAC Showdown N.C.S. (Eastern District Race #1)**  
*Hosted by: Carolina R/C Speedway in Easley, SC.*

May 4<sup>th</sup> – 5<sup>th</sup> ..... **QSAC Showdown N.C.S. (Western District Race #2)**  
*Hosted by: Speedworld Scale Speedway in Wittmann, AZ.*

June 8<sup>th</sup> – 9<sup>th</sup> ..... **QSAC Showdown N.C.S. (Central District Race #1)**  
*Hosted by: Veterans Park Speedway in Algona, IA.*

July 27<sup>th</sup> – 28<sup>th</sup> ..... **QSAC Showdown N.C.S. (Eastern District Race #2)**  
*Hosted by: Lakeside Speedway in Clover, SC.*

September 14<sup>th</sup> – 15<sup>th</sup> ..... **QSAC Showdown N.C.S. (The Final Showdown)**  
*Hosted by: Dallas/Fort Worth Quarter Scale Speedway in Burleson, TX.*

## **QSAC Showdown N.C.S.**

Here is a summary of the overall program. Locations are chosen by a review of eligible locations with an eye toward suitable facilities and geographical distribution. Event location decisions will be a composite of review by the Co-Chairs and the Chairman of the Competition Committee. Considerable care will be given to the scheduling of the events, and their locations, to insure accessibility to the maximum number of competitors from around the country. All races will be conducted under QSAC Rules. As a prerequisite, all host tracks will be QSAC sanctioned at least 60 days prior to hosting an event. The series will consist of six (6) events, five (5) District Showdown races and one (1) Final Showdown race, scoring your best three (3) finishes for the National Championship Awards. Only competition points will be awarded, no participation points. National Championship classes will be Grand National, Sportsman, Super Truck and Sprint Car. Competition points, cash, merchandise, and gift certificates will be awarded at all four individual events. It is recommended that the host track supply event trophies or plaques for 1st thru 3rd in all classes at each of the four individual events. The host track, if they choose, will be permitted to allow one "local" or provisional class to participate in a QSAC Showdown N.C.S. event on a non-points basis. The class could be Modified, Novice or even a local Grand National. Entry and fuel fees will be per the following schedule:

<u>Class</u>	<u>Entry</u>	<u>Fuel</u>
Sprint Car	\$40	\$5
Provisional Class	\$40	\$10
Super Truck	\$45	\$10
Sportsman	\$45	\$10
Grand National	\$50	\$10

Note: There will be no discount given for a second car. Fuel fees may vary do to regional cost differences.

The fees collected from the entries will be allocated with the host track receiving 50%, the race purse receiving 35% and QSAC receiving 15%. All fuel fees will be allocated directly to the host track unless other arrangements are made prior to the event.



Any deviations from the standard QSAC Showdown N.C.S. format must be submitted in writing to the Competition Committee for approval. Any and all approved

deviations from the standard format must be advertised on the respective Race Flyer.

Any track selected to host an event must provide personnel to man the positions of Race Director, Flagman, Scorer, track fuel distribution, pre-race tech, and post-race tech (assistance), a minimum of two Race Spotters, and have Sign Up personnel. The track must supply an entry form for sign up, tech stickers, and paint to mark the engines during pre-race tech. Please contact the National Tech Director, Randy Brown @ (517) 641-4452, for QSAC fuel bottles and body height gauges. The Race Director or QSAC Competition Committee Chairman will choose a five (5) person protest committee for the event.

**NOTE: It is the responsibility of the Host Track and/or the Race Director to document (make printed copies) of all single car qualifying, heat race, and main event results. The documents must be sent to either of the QSAC Co-Chairs within 2 weeks after an event has concluded. The Co-Chairs may be contacted by phone or e-mail for mailing instructions at the following:**

### **Mark Aldrich QSAC Co-Chair**

**Phone: (260) 665-9716**

**E-mail: marval41@msn.com**

### **Brent Gottfried QSAC CO-Chair**

**Phone: (419) 474-9904**

**E-Mail: BrentGottfried@hotmail.com**

**(11.12.06)**

All cars and trucks must have a "WWW.QSAC.ORG" decal applied to the upper front windshield. Sprint Cars must have the same decal applied to the front of the upper wing. This is mandatory to receive Showdown Series points and awards for the Event entered.

*\*Please see pages 12 thru 18 for promotional and special activity ideas that may be used while planning your QSAC Showdown N.C.S. race. You're the host.....make your track / club stand out above the rest. A place where everyone can't wait to come back and race.*

## AWARDS (11.12.06)

### Awards for all six (6) of the QSAC Showdown N.C.S. Races:

**Lightning Quarter-Scales Hard Chargers Award:** The top three finishers (all eligible classes) will receive the following **Lightning Quarter-Scales** parts certificates:

1st place \$25.00 ; 2nd place \$15.00 ; 3rd place \$10.00.

*Special thanks to Chuck Beeman*

**WCM Pole Award:** The top single car qualifier (all eligible classes) will receive a \$35.00 **WCM** parts certificate.

*Special thanks to Rick Binnicker*

### For "The Final Showdown" Race only:

**Bishop Racing Products** will be sponsoring the **BRP Showdown Dashes:** the winner of the 25 lap dashes (all eligible classes) will receive a \$100.00 **BRP** parts certificate.

*Special thanks to Todd Bishop*

## QSAC N.C.S. District Format

The general District format of the QSAC Showdown N.C.S. follows the standard QSAC event formats except as noted below. The program at each event must include races for each official QSAC class in which 3 or more cars are present.

- Points will be awarded, as outlined on page 10, for each eligible Class in which at least 3 cars compete. Eligible classes include Grand National, Sportsman, Super Truck and Sprint Car. **Note: You may not run for National Championships in both Grand National and Sportsman classes. (11.12.06)**
- A Concourse for each eligible class with an award (trophy or plaque) for the winner is OPTIONAL. Concourse Bodies need NOT be raced.
- It is recommended that the host track supply event awards (plaques or trophies) for 1st, 2nd, and 3rd place in all classes.
- For QSAC Showdown N.C.S. races, the cash payout will follow percentages outlined on Page 12 and will be dispersed at each of the six individual events. The 3 highest finishes per competitor will be used to determine their final standing in the National Championship. The top 3 in each class at the end of the series will be awarded trophies or plaques supplied by QSAC. **(11.12.06)**
- The Grand National, Sportsman, Super Truck, and Sprint Car winners at each of the five (5) Western, Eastern, and Central District races will get an automatic entry in the **BRP Showdown Dashes** which are being held at "The Final Showdown" race. One entry per driver. More information will be given about the **BRP Showdown Dashes** on page 6.
- The QSAC Showdown N.C.S. "Western, Eastern, & Central District" Races will have single car qualifying on Friday night at 5:00 pm and on Saturday will compete in two rounds of heat races (with inverted starts) plus the mains.
- In the event single car qualifying cannot be completed on Friday due to weather, a pill draw will be completed (Friday night, after qualifying is suspended). If a pill draw is completed, the **WCM Pole Awards** will be awarded to the top qualifier (driver with the least amount of heat race points) of the "A" main in each eligible class.

- In the event a driver is not able to participate in the qualifying activities on Friday, he or she will be entered in the heat races for their class, in the last qualifying position (In the order they registered if more than one driver is involved).
- A standard bump-up format utilizing as many lower mains as needed to accommodate all class entries is required.

### Following Lap Count minimum format required at each event

Sprint Car	A-Main	75 Laps
	B-Main & Lower	50 Laps
Super Truck	A-Main	200 Laps
	B-Main	100 Laps
	C-Main & Lower	75 Laps
Sportsman Stock Car	A-Main	150 Laps
	B-main	100 Laps
	C-Main & Lower	75 Laps
Grand National Stock Car	A-Main	300 Laps
	B-Main	150 Laps
	C-Main & Lower	75 Laps

Note: "Support Classes" (those not eligible for NCS Points or awards) shall have the opportunity to race, if there are at least three (3) cars in the class with QSAC approval. Heat-races shall be limited to 30 Laps, and A-mains to 100 Laps, (75 laps for Novice Stock-car).

- In the Sprint Car class, only cars complying with the "Sprint Car" rules are eligible for competition (Super Modified cars are not eligible).

## Single Car Qualifying

- Each car will be given 1 warm-up lap and 4 timed laps. The fastest lap of the four will be its qualifying time for the day and will be used to position it for the heat races. Each car will qualify in the order posted by the officials. If a car misses its qualifying order either by choice or other wise, it will fall to the rear of the line in its class and will be given only 2 qualifying laps. A driver may "wave off" a qualifying attempt provided his car does not cross the start/finish line on its first timed lap. Only 2 laps will then be allowed on the second attempt after the others in the class have qualified. If a "racing accident" occurs prior to completing one timed lap and the car cannot continue - 2 laps will be allowed. If the accident occurs after the second lap, the qualification is considered completed. At least one warm up lap must be allowed before a car goes on the clock. The qualifier must race the car he / she qualified with.

## Heat Races

- Heat races will be lined up according to class and by each car's qualifying time or pill draw (because of weather) as in the example of a 24 car field found on page 9.
- The five (5) Western, Eastern, and Central District Showdown N.C.S. races will have two heat races on Saturday. **(11.12.06)**

## Mains

- A maximum of 10 cars will make up each main event.
- The top 6 qualifying cars will automatically transfer into the "A" Main. The remaining cars will be placed into the lower mains based on qualifying results.
- The top 4 cars from the lowest main's results will "bump" into the next main. The top 4 cars from the results of that main will then "bump" into the next main and so on through to the "B" main.
- The top 4 finishers from the "B" main will make up starting positions 7 through 10 in the "A" Main.
- Showdown N.C.S. District Races will run

2 rounds of heats. "The Final Showdown" N.C.S. Race will run 4 rounds of heats. If only one round of heat races is used because of weather, the cars transfer into the mains according to their finish from that heat race.

- The number of heat race transfers to each main event is dependent on the number of heat races run. For example, if 14 cars are entered, two heat races of 7 cars each would be run. The top 3 cars from each of the 2 heats would transfer into the "A" Main. The remaining 8 cars would run in the "B" main with the top 4 finishers "bumping" into the "A" Main.
- If more than one round of qualifying is run, a point system where first place earns 1 point, second place earns 2 points, third place earns 3 points and so on would be used. The six drivers scoring the least points would automatically transfer into the "A" Main with the driver with the lowest total score winning the pole position. Ties in points would be decided by qualifying times (or pill draw if used).

### Initial Race Starts and Re-starts

- On initial race starts, the cars will line up single file and there will be no passing before crossing the start finish line.
- On re-starts, the cars will line up single file and passing on either side is allowable only after the green flag has been displayed.
- It will be the flagman's discretion, to re-start the race with a green, white, & checkered flag, if there are enough laps left in the race.

### Yellow Flag

- The flagman will fly the yellow flag and use the audio signal for any car stopped on the track, infield, or outside perimeter of the track after allowing sufficient time for the car to resume under its own power. He should refrain from yellows, if the car can continue. If a car is pointed in the wrong direction on the track, the flagman should immediately yellow flag the race.
- The driver of a car who goes to the infield by choice must indicate to the flagman if he wants a yellow or not.
- Cars involved in yellow flag situations and who require attention on the track to continue must go to the rear of the field.
- In the case of a caution, all cars involved will drop to the rear of the field with the car causing the incident following the other cars involved. Drivers not obeying the flagman or race director can be penalized 1 lap. You will receive one (1) warning to move to the rear of the field.
- If a car is "clearly" spun out after the caution has been displayed, that car will be allowed to retake its position prior to taking the green flag.
- Cars requiring repair during yellows must be taken to the pit lane for work. No work is allowed on the track except for replacement of wings or dislodged drive belt, in which case the car goes to the rear of the field.
- No car may re-enter the track that is "green" except in the full-body classes.
- All yellow flag laps will count.
- Yellow flag situations will be a minimum 2 laps or at flagman's discretion starting with first incident, with no passing under yellow.
- A one (1) lap penalty will be assessed for passing under yellow. All cars must hold their position behind the leader as designated by the flagman.

### Checkered Flag



- A race will be considered completed at the moment the checkered flag is displayed or at the moment the scheduled distance is completed by any car, which-

ever occurs first.

- All running cars must cross the start/finish line on their lap following the checkered for the race to be properly scored.
- Cars not completing the scheduled distance will be ranked in order by total laps completed and the sequence of the finish.
- When any race finish order cannot be determined, the track officials will determine the finish. Their decision is final.

### Black Flag

- The flagman will use a black flag only if in his/her opinion a car is creating undue hazard on the track.
- The black flagged car must go to the pits until the hazard is resolved.

### Pit / Fuel Stops - Red Flag

- All QSAC Showdown N.C.S. Races will have Red Flag Fuel Stops at 50 or 75 lap intervals depending on the track size.
- Drivers can pit anytime under green flag conditions.
- Refueling shall be accomplished at 50 or 75 lap intervals (depending on track size) under a combination red/yellow-flag condition in all classes. On the 49th or 74th lap, a red/yellow flag shall be displayed indicating the refueling-stop. All cars will assemble behind the leader and enter the pits in this order. After a 20 second pause during which all cars are refueled, the cars will exit pit-lane and when all cars are clear, the green flag will be thrown when the leader is exiting turn four.

Note: Any car requiring repairs during a pit stop, must be removed from the pit lane. In the case of Red Flag pit / fuel stops, the car requiring repairs will be pulled from the order in which it entered the pit lane and returned at the back of the field.

### Pre-Race Technical Inspection

- All cars must go thru pre-tech inspections to insure compliance with the QSAC rules and technical specifications for their class. The pre-race tech inspection will consist of visually scrutinizing for rules compliance, weighing the cars / trucks, check spoiler height, check car / truck roof height, check right front tire compound, and marking the engines' screws / bolts with paint. Each car passing tech will receive a sticker. No car will race without a tech sticker. Any car not in compliance with the rules will be given ample opportunity to correct the problem.
- After an engine has been painted, you may not open it up. If for some reason, a driver needs to replace their engine, the new engine must be taken to the Tech Director to be marked with paint. The engine being replaced may be subject to being tore down if the Tech Director, Race Director, or a QSAC Official deems it is necessary.

### Post-Race Technical Inspection

- A post race technical inspection of a car and engine from each class shall be mandatory. Such inspection shall include measuring port heights, and all other stipulations of the particular class. Upon completion of each "A" main, the top four finishing cars in each class will be immediately impounded by the Tech Director.

The Tech Director will administer a random draw of one of the top three cars to determine who will under go inspection. The track must provide an adequate setting for the post race technical inspection.

- In the event that post-race inspection finds a participant to be outside the rules, another of the top four cars will be chosen for inspection. In the event, that all four impounded cars are found to be illegal, then the fifth place car will be deemed the winner. The National Tech Director, QSAC Competition Committee

Chairman, and the QSAC Co-Chairs will determine how far an engine will be tore down for inspection.

- **DISQUALIFICATION:** If a driver is disqualified from an event, the event that the disqualification occurred in, must be scored in that driver's series total and not used as a "drop".

### Drivers and Pit Crews

- Only drivers competing in the specific heat race or main event currently on the track are permitted on the drivers stand. Each driver is limited to one pit person in the hot pit area. A crew member may leave the hot pit area and enter the drivers stand to communicate with the driver for a maximum of three laps and a maximum of two occurrences during the specific heat race or main event.
- Inside the final ten laps of the heat race or main event, no crew member is allowed to enter the driver's stand, regardless of the circumstance.
- Two-way radio communication between a driver and crew is NOT permitted in any class.

### Un-Sportsmanlike Conduct

The following actions are considered un-sportsmanlike and will be dealt with in a manner consistent with the policies set forth below.

- Deliberate destructive action on the track during a practice session or race.
- Physical abuse of another competitor, pit person, or Race Official.
- Excessive and continuous verbal abuse of another competitor, pit person, or Race Official.

District, Region, or Area Director are empowered to disqualify, at his/her discretion, any competitor guilty of one or more of these infractions. The incident shall be reported to the QSAC board, which will determine if further action should be taken. Depending upon the severity of the infraction, remedies including racing eligibility suspension and / or membership revocation could result.

### Protests

- In the event it becomes necessary, a competitor has the right to submit a protest. If a protest is submitted, it must clearly and specifically state what is being protested, referencing the applicable rule (s) being violated. Only those issues specifically protested will be inspected or investigated. In the event that a violation is inadvertently discovered during the inspection process that is not identified specifically by the submitted protest, it will be noted, however no penalty would be assessed.
- A protest fee of \$25.00 (cash) shall be applicable to each protest submitted. If the ruling is in favor of the protest, the fee will be returned to the protestor. If the ruling is unfavorable, the fee will be forfeited to the host club. In the event of an unfavorable ruling regarding the disassembly of a motor or carburetor, the fee will be forfeited to the protested competitor to offset the cost of re-assembly of his or her equipment.
- Only a driver in the specific heat race or main event in which the violation or infraction occurred may submit a protest. The written protest, including the cash fee, must be submitted to the Chairman of the Protest Committee, Race Director, or ranking QSAC official present, within ten minutes of the conclusion of the heat race or main event in question. If the specific protest may impact the competitors involved in the next scheduled heat race or main event, that heat race or main event shall be delayed until the protest is ruled on.
- In establishing the penalty for a favorable protest ruling, the nature and intent of the infraction and the degree of competitive advantage will be taken into consideration. Penalties may range from a warning to disqualification from the event. Protest rulings are considered

final.

### BACKUP CAR and/or BODY

- In the case of a competitor's car or body becoming irreparably (as judged by QSAC official) damaged during practice, a heat, or lower-main, a "substitute" car or body may be used to finish the event.
- In either, the case of a car and/or body being substituted, it should be understood that should it make the "A" main, the "substituted" car and/or body will be subject to a combination pre/post-race technical inspection to insure its total compliance with the rules following the conclusion of the event.
- Any "substitute" car and/or body shall start at the rear of the next race it has qualified for.
- The source of the "substitute" car may be the competitor's spare, borrowed from a friend, or purchased on the spot.

### TRACK FUEL (11.12.05)

- All competitors will be required to use a pre-mixed, host-track provided fuel.
- The fuel specified is VP (brand) C-16 or C-12, mixed with 2 1/2 ounces of AmsOil Dominator 2-stroke oil per gallon. QSAC recommends that the host track buy fuel in 5 gallon containers. This will allow unused fuel to be sold in 5 gallon increments to participants after the racing event is completed.
- A fuel fee, paid at time of sign-up will be \$10.00 for all classes except Sprint Cars which will be \$5.00. Fuel fees may vary due to regional cost differences.
- Fuel distribution shall be the responsibility of the host track / club / promoters.
- Competitors will be able to fuel their cars only in the hot-pit, using fuel-bottles provided.
- QSAC fuel bottles are available by contacting the National Tech Director, Randy Brown @ (517) 641-4452

### SCORING TIE BREAKER RULE

- If the situation occurs that there is a N.C.S. point total tie in any class or finishing position, the following tie breaker (s) will be used in sequence until the tie is broken. (Please note that only the three races being scored in the overall series results are considered in the tie breaking process).
  1. The competitor with the most 1st place finishes would prevail.
  2. If the tie remains, the competitor with the most 2nd place finishes would prevail and so on until the tie is broken.
- If after consideration of the series race results, a tie remains, QSAC will default to the starting lineup based off of the heat race results for the scored "A" mains. **(11.12.06)**
  1. Mains (scored is defined as the three races used by each competitor for the series total).
  2. The competitor with the most "Pole" positions would prevail.
  3. If the tie remains, the person with the most 2nd place starts would prevail and so on until the tie is broken.
- If after consideration of the series qualifying results the tie remains, QSAC would default to the last race in which the tied competitors competed against each other and the tie will be broken by the highest finishing driver in that race prevailing.
- If a tie still remains, dual awards will be issued by QSAC.

### RAIN OUT RULE

- The host track will make every attempt to complete the event on Saturday. If the event is delayed due to weather,

the schedule will resume on Sunday, starting at the point the event was interrupted.

- If the event cannot be completed on Sunday, the rain out format will be used, and points awarded as follows:
  1. If qualifying is done by Pill Draw, heat races must be completed before points can be awarded.
  2. If no qualifying or heat races have been completed, the event is cancelled and all entrants will be awarded 5 participation points.
  3. If only single car qualifying has been completed, points will be awarded based on qualifying results.
  4. If only heat races are completed and NO mains are started, points will be awarded based on heat race results.
  5. If the mains have started, those mains completed will be scored according to the results. If a main is red flagged prior to reaching the half way point, it will be scored as qualified. If the main is beyond the half way point, it will be considered complete and scored based on the positions at the time of the red flag. If the remaining event is subsequently cancelled, all remaining mains will be scored as qualified.

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#### “THE FINAL SHOWDOWN” FORMAT

The general format of the QSAC Showdown N.C.S. “The Final Showdown” Race follows the standard QSAC event formats and the District format except as noted below.

- The QSAC Showdown N.C.S. “The Final Showdown” Race will have single car qualifying on Friday at 12:00 noon and compete in two heat races (the starts will be inverted).
- Friday night, after qualifying and the first two rounds of heat races are over, the **BRP Showdown Dashes** will begin. The class order will be Sprint Cars, Super Truck, Sportsman, and Grand National. The dashes will have eight (8) cars and will be 25 laps long. The top five cars eligible for the dash are the five (5) previous QSAC Showdown N.C.S. District winners from each class, they will line up according to how they qualified for “The Final Showdown” race. The next three positions will be filled by the top three (3) qualifiers of “The Final Showdown” race. If one or more of the previous winners are not present, then we will fill the remaining position (s) with qualifiers 4 thru 8, if needed.
- On Saturday, the first two rounds of heat races will be reshuffled, and we will run two additional rounds of heat races (with inverted starts) plus the mains.
- The mains will be set by the four (4) rounds of heat races run on Friday and Saturday.



## Special Thanks To Our Race Sponsors

### Bishop Racing Products (BRP)

Ask for Todd Bishop

(479) 751-6232

E-mail: [tbishop44@cox-internet.com](mailto:tbishop44@cox-internet.com)

<http://bishopracingproducts.com>

### Lightning Quarter-Scales

Ask for Chuck Beeman

(909) 862-1001

E-mail: [lightningrc@dslextreme.com](mailto:lightningrc@dslextreme.com)

<http://www.lightningrc.com>

### WCM Corporation

Ask for Rick Binnicker

(936) 348-5057

E-mail: [wcmcorp@flash.net](mailto:wcmcorp@flash.net)

<http://www.wcm-corp.com>

## **QSAC Showdown N.C.S. "District" Races Schedule**

*Note: This is the tentative schedule of events for the race weekends.*

Thursday.....Open Practice

Friday..... Sign up and Pre-Tech at 10:00 am

Open Practice till 12:00 Noon

Controlled practice (15 minute intervals) 12:00 Noon until 4:00 pm

Line up of all cars on track and Optional Concourse Judging 4:00 pm

Drivers Meeting at 4:30 pm

Single Car Qualifying at 5:00 pm

(Class order will be Sprint Car, Super Truck, Sportsman, and Grand National)

**\*All eligible classes will be vying for the WCM Pole Awards**

Open Practice after qualifying

Saturday.....Open practice till 8:30 am

One round of controlled practice at 8:30am

Short Drivers Meeting at 9:30 am

Round #1 Heat Races to start right after drivers meeting

Round #2 Heat Races (these races will be inverted)

Mains (top 6 locked into the A-Main from the 2 rounds of heats)

Trophies and awards presentation

***Lightning Quarter-Scales Hard Chargers Award (Top 3)***

***WCM Pole Award***

## **QSAC Showdown N.C.S. “The Final Showdown” Race Schedule**

*Note: This is the tentative schedule of events for the race weekend.*

Wednesday.....Open Practice

Thursday.....Open Practice and Controlled Practice if needed

Friday..... Sign up and Pre-Tech at 9:00 am

Open Practice till 10:00 am

One round of controlled practice (15 minute intervals) at 10:00 am

Line up of all cars on track and Optional Concourse Judging 11:00 am

Drivers Meeting at 11:30 am

Single Car Qualifying at 12:00 Noon

(Class order will be Sprint Car, Super Truck, Sportsman, and Grand National)

\*All eligible classes will be vying for the **WCM Pole Awards**

Round #1 Heat Races

Round #2 Heat Races (these races will be inverted)

\*Heat races #1 and #2 will be reshuffled for rounds #3 & #4

25 lap **BRP Showdown Dash** races to begin right after heat race #2

(Class order will be Sprint Car, Super Truck, Sportsman, and Grand National)

(Five District Winners plus Top 3 Single Car Qualifiers to get a field of 8 cars)

Open Practice after dash races

Saturday.....Open practice till 9:00 am

Short Drivers Meeting at 9:15 am

Round #3 Heat Races to start right after the drivers meeting

Round #4 Heat Races (these races will be inverted)

Mains (top 6 are locked into the A-Main from the 4 rounds of heats)

Trophies and awards presentation

*Lightning Quarter-Scales Hard Chargers Award (Top 3)*

*WCM Pole Award*

*BRP Showdown Dash Award*

*QSAC Showdown N.C.S. Trophies or Plaques (Top 3)*



## RACE DAY SCHEDULE OF EVENTS

QSAC sanctioned oval track races should follow the official race format outlined below to insure consistent and safe racing throughout the country. Major deviations from this format must be cleared with QSAC with respect to safety.

Local events, that is, non-Championship or Regional events that do not expect to draw competitors from other areas or regions may deviate from the format and general rules, but in no case are any deviations from defined Safety Requirements acceptable. Failure to comply with the Safety Requirements may lead to cancellation of track sanction and insurance.

### Race-day schedule of events

1. Sign In and Registration
2. Practice
3. Driver's Meeting
4. Concourse'
5. Pre-Race Tech Inspection
6. Pill Draw or Single Car Qualifying
7. Trophy Dashes (optional)
8. Heat Races
9. Main Events
10. Post Race Tech Inspection
11. Awards

1. **Sign in and Registration** - All competitors must sign in and register to show proof of QSAC membership and insurance before they are allowed on the track. Membership Card must be worn in plain sight at all times during the event.
2. **Practice** - "Controlled" practice must be available on race day to all the drivers and cars in the day's program. Each class of cars will be allowed to practice for a specific length of time (approximately 15 - 20 minutes) then alternated with another class. At least 2 rotations of practice is advised and more if time permits. No more than 10 cars on the track at a time. Each driver may return to the track as many times as he or she wish within a session provided they don't prevent others from equal track time. Each car and driver practicing must have signed up and paid their entry fee prior to race day practice.
3. **Driver's Meeting** - Prior to each day's events, the track officials shall conduct a meeting of drivers and pit crews for explanation and discussion of the day's events, local ground rules, specific event regulations and rules clarifications. All drivers, their pit crews and race officials are required to attend. It is each driver's responsibility to see that he and his crew are present. Failure to comply may result in penalty to the driver.
4. **Concourse** - Concourse is the judging and awarding of the best appearing car in each class. It will be based upon authenticity, beauty and color, cleanliness, design and attention to detail. Judging will be the responsibility of the race promoter or his designate. Concourse bodies need not be raced, but each body is eligible to win one Concourse competition only.
5. **Pre-race Tech Inspection** - At all Region Point-Series, Region Championship, District and National events, all cars must go through a pre-race tech inspection to insure compliance to QSAC rules and technical specifications. Each car will be weighed, measured and visually scrutinized for compliance prior to taking the track. Each car-passing tech will receive a sticker. No car will race without tech sticker. Any car not in compliance with the rules will be given ample opportunity to correct the problem.

**Note:** It is suggested that pre-race tech inspection be used at local/weekly events on a periodic basis to insure rules compliance.



## 6. Pill Draw or Single Car Qualifying (11.12.05)

Local tracks and clubs may decide to use either qualifying method and may determine how the heat races will start, either straight-up or inverted.

**Pill Draw** - The track owner/promoter must provide a Pill-Draw capability consisting of a set of "pills" numbering at least 1-50. Draw per class must include only the number of pills to equal the number of cars entered in the class. (i.e.: 20 GN's = pills 1-20 for draw) . In addition, at weekly races, track officials may choose to use the "Computer-Scramble" option available in some computer-scoring systems.

**Single Car Qualifying** - Each car will be given 1 warm-up lap and 4 timed laps. The fastest lap of the four will be its qualifying time for the day and will be used to position it for the heat races. Each car will qualify in the order posted by the officials. If a car misses it's qualifying order either by choice or other wise, it will fall to the rear of the line in its class and will be given only 2 qualifying laps. A driver may "wave off" a qualifying attempt provided his car does not cross the start/finish line on it's first timed lap. Only 2 laps will then be allowed on the second attempt after the others in the class have qualified. If a "racing accident" occurs prior to completing one timed lap and the car cannot continue - 2 laps will be allowed. If the accident occurs after the second lap, the qualification is considered completed. At least one warm up lap must be allowed before a car goes on the clock. The qualifier must race the car he/she qualified with. **Note:** For all of the QSAC Show-down N.C.S. Races it will be mandatory to run single car qualifying and to invert the heats, unless a rainout situation occurs.

7. **Trophy Dashes** - Should the race promoter elect to hold trophy dashes, they will consist of the four fastest cars in each class started inverted - fastest cars in the rear. Race duration may be up to 10 laps.
8. **Heat Races** - Heat races will be lined up according to class and by each car's pill draw position or qualifying time as in the following example 24 car field:

Pill Draw - (24 cars should be run in four 6-car heats)				
Start Pos	Heat #1	Heat #2	Heat #3	Heat #4
1	Fastest Qualifier	2nd Qualifier	3 <sup>rd</sup> Qualifier	4 <sup>th</sup> Qualifier
2	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>
3	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>
4	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>
5	17 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	20 <sup>th</sup>
6	21 <sup>st</sup>	22 <sup>nd</sup>	23 <sup>rd</sup>	24 <sup>th</sup>

Each heat race round of a specific class must be run off before the next class's heats. The sequence will be Sprint Cars, Super-Modifieds, Novice, Super Truck, Sportsman, Grand National.

Heat race duration may be	
Open Wheel Cars	15-35 Laps
Novice Stock Car	15-35 Laps
Super Truck	30-50 Laps
Sportsman Stock Car	30-50 Laps
Grand National Car	30-50 Laps

**9. Main Event (11.12.05)**

A maximum of 10 cars will make up each main event.

The top 6 qualifying cars will automatically transfer into the "A" Main. The remaining cars will be placed into the lower mains based on qualifying results.

The top 4 cars from the lowest main's results will "bump" into the next main. The top 4 cars from the results of that main will then "bump" into the next main and so on through to the "B" main.

The top 4 finishers from the "B" main will make up starting positions 7 through 10 in the "A" Main.

It is the promoter's option at local and regional races to run one to three rounds of qualifying heat races. Showdown N.C.S. District Races will run 2 rounds of heats. "The Final Showdown" N.C.S. Race will run 4 rounds of heats. If only one round of heat races is used because of weather, the cars transfer into the mains according to their finish from that heat race.

The number of heat race transfers to each main event is dependent on the number of heat races run. For example, if 14 cars are entered, two heat races of 7 cars each would be run. The top 3 cars from each of the 2 heats would transfer into the "A" Main. The remaining 8 cars would run in the "B" main with the top 4 finishers "bumping" into the "A" Main.

If more than one round of qualifying is run, a point system where first place earns 1 point, second place earns 2 points, third place earns 3 points and so on would be used. The six drivers scoring the least points would automatically transfer into the "A" Main with the driver with the lowest total score winning the pole position. Ties in points would be decided by qualifying times (or pill draw if used).

The following charts outline the number of laps for the various classes and mains.

Main Event Duration (Local & Regional Races)			
	A-MAIN	B-MAIN	C-MAIN & DOWN
Sprint	35 Laps	20 Laps	15 Laps
Super Modified	35 Laps	20 Laps	15 Laps
Novice	75 Laps	40 Laps	30 Laps
Super Truck	100 Laps	40 Laps	30 Laps
Sportsman	100 Laps	50 Laps	30 Laps
Grand National	150 Laps	75 Laps	30 Laps

**10. Post Race Tech Inspection (11.12.05)**—At all Region point series races, Region Championship races, District and National events, the top four A-Main finishing cars must be impounded and the top three must complete the post race tech inspection before the race results can be made final. The fourth place car will be an alternate should one of the others be disqualified. In the event, that all four impounded cars are disqualified, the fifth place car will be declared the winner.

At the completion of each "A" Main, all the finishing cars must be stopped and remain on the track until the results are announced. The drivers or pit crew will be allowed to shut off the engines but no other work is allowed.

The top four cars will be removed by the officials to a guarded impound where the top three cars will be re-weighed, re-measured, and carefully checked for rules infraction.

In addition, one engine will be checked using the properly calibrated and certified instruments. Each engine must be checked also for: visible signs of modification, carburetor bore size and carburetor-mounting block bore size. During a District, National, or N.C.S. Race, a post race technical inspection of a car and engine from each class shall be mandatory. Such inspection shall include measuring port heights, the cylinders will be removed and inspected, the crankcases split and inspected internally, and all other stipulations of the particular class. Upon completion of each "A" Main, the top four finishing cars in each class will be immediately impounded by the



National Tech Director or QSAC Tech Inspection Supervisor. The Tech Director or Supervisor will administer a random draw of one of the top three cars to determine who will undergo inspection. The driver or his designate must perform all disassembly work. The track must provide an adequate setting for the post race technical inspection. In the event that post race inspection finds a participant to be outside the rules, another of the top four cars will be chosen for inspection. QSAC is not responsible for replacing gaskets or seals of engines that are tore down. It is the racers responsibility.

Any car found to be illegal would be disqualified from the event relinquishing any prize and/or points awards.

The QSAC Tech Inspection supervisor will impound any part of any engine found to be illegal due to the addition or removal of material. An engine found to be altered, even though it may measure legal, will be disqualified and the altered parts will be confiscated and destroyed.

Examples: Cylinders with polished and/or enlarged and/or repositioned intake, exhaust, or transfer ports, sand or bead-blasted surfaces, or machined base, machined crankcases, altered or lightened flywheels, enlarged carburetor or mounting block bores etc.

Note: It is suggested that post race tech inspection be used at local/weekly races on a periodic basis to ensure rules compliance.

**11. Awards (11.12.05)** - Following tech inspection, the race results will be declared official and the awards will be given out. Awards may be any or all of the following:

Local, weekly, and/or series races may award points, cash, trophies, or non-cash prizes but must award points according to the QSAC schedule. Region point series, Region championship races, District and National races must be advised to QSAC and the dates cleared by QSAC. Promoters will not be required to commit to a guaranteed (beyond an entry fee payout) purse.

It will be left up to the promoter if they wish to have trophies/awards and/or a cash purse for Region Championship events. Region Championships are to be promoted primarily for the benefit of the racers who have supported the races at tracks within their respective Region, whether Region Series Races or the weekly events at their local tracks. To qualify as a bona-fide Region Championship, such events

Trophies or Plaques, Cash Awards or Non-Cash Awards, Points			
Cash awards will follow the QSAC payout schedule.			
Point's awards will follow the QSAC Point Allocation System			
Finishing Pos	Points	Finishing Pos	Points
1	200	11	160
2	196	12	156
3	192	13	152
4	188	14	148
5	184	15	144
6	180	16	140
7	176	17	136
8	172	18	132
9	168	19	128
10	164	20	124

should be scheduled near the conclusion of the regular racing season, (i.e.:) the fall of the year.

**Note:** No participation points will be awarded for the QSAC Showdown N.C.S. Races.

## RACE FORMATS - PROCEDURES

### 1. Standardized Entry Fees

**Following entry fees will apply to QSAC sanctioned races:**

\$10.00—\$20.00	Local—Weekly Races
1st Car—\$40.00 or Less	Region Point Series Races
1st Car—\$40.00 or Less	Regional Championship
1st Car—\$50.00 or Less	Special National Events
*See Table Below For Fees	District , National & N.C.S. Events

Class	Entry Fee	Fuel Fee
Sprint Car	\$40	\$5
Provisional Class	\$40	\$10
Super Truck	\$45	\$10
Sportsman	\$45	\$10
Grand National	\$50	\$10

\*No Discount Given For Second Class\*      \*Fuel Fees May Vary\*

### 2. Flagman and Race Starts (11.12.05)

- Each race will have a flagman and/or race director who will control the race events. He must have an assistant to help spot problems around the track and assist in car lineups, frequency problems, etc.
- The flagman and assistant will pre-align the cars for each race in their starting positions on pit road and are responsible that no frequency problems exist. All cars must perform a brake check at the end of pit road before being allowed to enter the track.
- The cars will be allowed five warm up laps before each race to warm up tires, engines, etc. After warm up, the flagman will yellow flag the cars to line up single file or in two lines, (promoter option) in the race lineup, at a slow pace. When the cars are properly aligned, the green flag will be flown as the cars come off turn four.
- The flagman must also use a whistle or horn as an audio signal to the drivers of any change in flag situations.
- There will be no inside passing after the green flag is displayed on starts until the cars have crossed the start/finish line. Violation will result in the immediate display of the yellow flag, and the violator will be placed at the back of the field. Tracks opting for double file starts must allow position leeway between the two car lanes at the green flag. It is the flagman's discretion if it was a clean start or not.

### 3. Yellow Flag

- The flagman will fly the yellow flag and use the audio signal for any car stopped on the track infield or outside perimeter of the track after allowing sufficient time for the car to resume under its own power. He should refrain from yellows if the car can continue. If a car is pointed in the wrong direction on the track, the flagman should automatically yellow flag the race.
- The driver of a car who goes to the infield by choice must indicate to the flagman if he wants a yellow or not.
- Cars involved in yellow flag situations and who require attention on the track to continue must go to the rear of the field.
- Cars requiring repair during yellows must be taken to the pit lane for work. No work is allowed on the track except for replacement of wings or dislodged drive belt, in which case the car goes to the rear of the field.
- No car may re-enter the track that is "green" except in the full-body classes.
- It can be an option to count all yellow laps and allow cars to enter under a green flag conditions.
- Yellow flag situations will be a minimum 2 laps or at flagman's discretion starting with first incident, with no passing under yellow.
- A one (1) lap penalty will be assessed for passing under yellow. All cars must hold their position behind the leader as designated by the flagman.

- Any car causing three (3) yellow-flags in any one race may be black-flagged.
- The leader and all cars must slow to a speed that satisfies the flagman. Any car not slowing will go to the rear.

- When the yellow flag appears, the track is yellow all around -no racing back to the start/finish.

- The flagman must allow yellow flag cars sufficient time to catch up to the rear of the field. If a car is not able to catch up or wishes to be passed during yellow to prevent danger to other drivers, the driver must pull to the infield side of the back straight to indicate to the flagman and fellow drivers his situation.

- In the case of a caution, all cars involved will drop to the rear of the field with the car causing the incident following the other cars involved. Drivers not obeying the flagman or race director can be penalized 1 lap. You will receive one (1) warning to move to the rear of the field.

- If an incident occurs during slow laps after a yellow, any cars involved are to be returned to the track position they occupied prior to the incident.

### 4. Restarts

- All restarts will be single file starts. Passing will be allowed on either side under a "Restart" condition.

### 5. Checkered Flag

- A race will be considered completed at the moment the checkered flag is displayed or at the moment the scheduled distance is completed by any car, whichever occurs first.

- All running cars must cross the start/finish line on their lap following the checkered for the race to be properly scored.

- Cars not completing the scheduled distance will be ranked in order by total laps completed and the sequence of the finish.

- When any race finish order cannot be determined, the track officials will determine the finish. Their decision is final.

### 6. Black Flag

- The flagman will use a black flag only if in his/her opinion a car is creating undue hazard on the track.

- The black flagged car must go to the pits until the hazard is resolved.

### 7. Pit Stops - Refueling - Red Flag Stops (11.12.05)

#### Red Flag Stops

- Drivers can pit anytime under green flag conditions.
- Refueling shall be accomplished at 50 or 75 lap intervals (depending on track size) under a combination red/yellow-flag condition in all classes. On the 49th or 74th lap, a red/yellow flag shall be displayed indicating the refueling-stop. All cars will assemble behind the leader and enter the pits in this order. After a 20 second pause during which all cars are refueled, the cars will exit pit-lane and when all cars are clear, the green flag will be thrown when the leader is exiting turn four. Note: Any car requiring repairs during a pit stop, must be removed from the pit lane. In the case of Red Flag pit/fuel stops, the car requiring repairs will be pulled from the order in which it entered the pit lane and returned at the back of the field.

- QSAC Showdown N.C.S. Races will have mandatory red flag stops.

- Local tracks and clubs may decide to run green flag stops.

### 8. Driver and Pit Crew

- Only drivers competing in the specific heat race or main event currently on the track are permitted on the drivers stand. Each driver is limited to one pit person in the hot pit area. A crew member may leave the hot pit area and enter the drivers stand to communicate with the driver for a maximum of three laps and a maximum of two occurrences during the specific heat

race or main event.

- Inside the final ten laps of the heat race or main event, no crew member is allowed to enter the driver's stand, regardless of the circumstance.
- Two-way radio communication between a driver and crew is NOT permitted in any class.

#### 9. Un-sportsmanlike Conduct

The following actions are considered un-sportsmanlike and will be dealt with in a manner consistent with the policies set forth below.

- Deliberate destructive action on the track during a practice session or race.
- Physical abuse of another competitor, pit person, or Race Official.
- Excessive and continuous verbal abuse of another competitor, pit person, or Race Official.

District, Region, or Area Director are empowered to disqualify, at his/her discretion, any competitor guilty of one or more of these infractions. The incident shall be reported to the QSAC board, which will determine if further action should be taken. Depending upon the severity of the infraction, remedies including racing eligibility suspension and/or membership revocation could result.

#### 10. Protests

- In the event it becomes necessary, a competitor has the right to submit a protest. If a protest is submitted, it must clearly and specifically state what is being protested, referencing the applicable rule (s) being violated. Only those issues specifically protested will be inspected or investigated. In the event that a violation is inadvertently discovered during the inspection process that is not identified specifically by the submitted protest, it will be noted, however no penalty would be assessed.
- A protest fee of \$25.00 (cash) shall be applicable to each protest submitted. If the ruling is in favor of the protest, the fee will be returned to the protestor. If the ruling is unfavorable, the fee will be forfeited to the host club. In the event of an unfavorable ruling regarding the disassembly of a motor or carburetor, the fee will be forfeited to the protested competitor to offset the cost of re-assembly of his or her equipment.
- Only a driver in the specific heat race or main event in which the violation or infraction occurred may submit a protest. The written protest, including the cash fee, must be submitted to the Chairman of the Protest Committee, Race Director, or ranking QSAC official present, within ten minutes of the conclusion of the heat race or main event in question. If the specific protest may impact the competitors involved in the next scheduled heat race or main event, that heat race or main event shall be delayed until the protest is ruled on.
- In establishing the penalty for a favorable protest ruling, the nature and intent of the infraction and the degree of competitive advantage will be taken into consideration. Penalties may range from a warning to disqualification from the event. Protest rulings are considered final.

#### CASH PURSE PAYOUT SCHEDULE (SUGGESTED)

If a promoter elects to have a cash purse at any QSAC sanctioned event, the cash payout should follow the QSAC payout schedule as defined below.

Purses per class are determined by the number of entries in that class, meaning the total number of cars (all classes combined) divided into the total purse, multiplied by the cars in each class is equal to the purse available per class.



#### EXAMPLE:

1. \$5000 Total Purse, 100 Total Entries (50 GN, 30 SM, 20 SP)
2. \$5000 divided by 100 = \$50 per car
3. Purse per class
  - 50 GN entries x \$50 = \$2500 GN
  - 30 SM entries x \$50 = \$1500 SM
  - 20 SP entries x \$50 = \$1000 SP

#### PAYOUT PERCENTAGES PER CLASS

Since only the A-Main participates in the payout, the following represents the percentage, per position, in the A-main of each class.

#### FINISH POSITION

1.	25%
2.	20%
3.	15%
4.	10%
5.	8%
6.	7%
7.	5%
8.	4%
9.	3%
10.	3%
Total	100%

**Note:** At District and National Events, the fees collected from the entries will be allocated with the Host Track receiving 50%, the Race Purse receiving 35%, and QSAC receiving 15%. All fuel fees will be allocated directly to the host track, unless special arrangements are made between QSAC and the host track prior to an event.

#### RACE PROMOTION AND FRIDAY NIGHT SPECIAL ACTIVITIES (THESE ARE SUGGESTED IDEAS ONLY)

Here are some suggested ideas for Friday night after the single car qualifying has ended:

A. Have a party for a couple of hours. Everyone plans on eating sometime Friday night. Go ahead and toss in some bench racing. What do you get? *A Great Time With New And Old Friends!!!* Organize one of the following:

1. Pizza Party
2. Bar-B-Q Party
3. Chili Cook Off
4. Local Restaurant Catering

*"I think you get the idea. One of my most memorable races was in Houston a few years ago when they held a chili cook off on Friday night. I think everyone that was there would agree that it was a very enjoyable time."*

B. Have some specialty races. Go around to your local businesses and get some sponsorship (cash or prizes) for one of the following:

1. Dash for Cash or Prizes
2. Hard Right Front Tire Dash
3. Australian Pursuit
4. Come up with your own specialty race

These are just a few ideas to make the race at your track memorable. Make everyone involved say *"I can't wait to come back to.....!"* The following six pages are the QSAC Track Promotional Outline. There are some additional ideas for promotion at your local track / club and for QSAC racing events.

## QSAC TRACK PROMOTIONAL OUTLINE

The purpose of this outline is to provide some helpful information and a general direction to promote a QSAC race and in promoting your regular track program.

The idea is to achieve the maximum amount of exposure at the least possible cost with the objective of increasing interest in quarter scale racing and subsequently increasing both your club and QSAC membership.

1. The Hobby Store(s) in your area.

Don't overlook them. They could be your strongest source of new members. As you are probably aware, most hobby stores don't sell or stock parts for quarter scale cars. The cost is simply too great to sit in inventory and the volume of sales is too low. But this doesn't mean that they are not willing to promote R/C racing in general. Most are willing to distribute a flyer promoting your race if they are asked and of course if the flyers are provided. You might also mention that quarter scale guys also need things like radios, servos, fuel line, etc.

The flyer should contain the following basic information.

1. The title of the race. (i.e. THE QSAC CENTRAL DISTRICT CHAMPIONSHIP)
2. The track name and location.
3. The dates of the race.
4. A short outline of the times and schedule of events.
5. Amenities available. Concession stand, etc.
6. An entry form at the bottom of the flyer that contains blank spaces for the following:
  - a. Drivers name
  - b. Address
  - c. Phone number
  - d. QSAC membership number
  - e. A list of classes with a check off box beside them
  - f. Radio frequency preference for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> frequencies

This could be jazzed up a bit with phrases like "The closest thing to oval racing without a seat belt" or "Size does make a difference" or "1/4 scale racing with full scale action" Even if you get zero entries you are still generating interest in quarter scale.

2. Businesses in your area, particularly racing related

Again, most businesses are willing and happy to help you promote your race by distributing a flyer. This flyer should contain the information 1 through 5 in the first flyer and this one should be jazzed up. "1/4 scale racing with full scale action" will work with this one and also catch lines like "When was the last time you went to a Stock Car (Sprint Car) race and all you had to do was bring a chair?" Be creative, use your imagination,

call your track "The Bristol of ¼ scale racing" or whatever full size track that your track resembles. All these things will help draw a crowd. It is almost vital that you have a picture of the track and/or a picture of a car on the flyer. It will help a lot in getting your point across!

### 3. Media coverage

Most newspapers have a section devoted to "things to do/ places to go" locally. This is the minimum that you've shooting for. Ask if they would be interested in covering this event and perhaps interviewing drivers from all over the country, a human interest story.

TV and radio is always interested in what is going on locally and getting them out to cover your event is really dependent on how busy a news day they are having. Point out how special the race is. Racers come from all over. (Name the States). This race only happens once a year. It is just as competitive as any form of racing (NASCAR, ARCA, ASA or name your local full size track)

For all the media provide a copy of the following descriptions and let them choose which or how much they wish to use:

What is "Quarter Scale"

Quarter Scale racecars are radio controlled car models, ¼ the size of a full-size racecar. They weigh about 30 pounds, and are powered by 23cc engine. On a large track, they can reach speeds up to 80mph. These cars are scaled-down version of many of the cars you see in a typical racing event shown on television or in magazines. Quarter scale cars are the largest of all the radio-control racecars. They can have independent type suspension, with hydraulic shock absorbers. Quarter scale is less expensive and very much safer than their full-scale counterparts, (we've never had any drivers hurt when they crashed during a quarter scale event) but the racing is still very real. Any seasoned quarter scale driver will tell you he can "feel" what his car is doing, just as he would in a full-size racecar.

What is "Quarter Scale"

Quarter Scale racecars are radio controlled car models, ¼ the size of a full-size racecar. They weigh about 30 pounds, and are powered by a 23cc engine. On a large track, they can reach speeds up to 80mph. The gear ratio on the car can be adjusted as needed for racing on large or small tracks.

The driver controls the car by means of a hand-held radio transmitter, which usually has a steering wheel for directional control, and a "trigger" to control the throttle and brakes. The car contains a radio receiver, and devices called "servos" which control the steering, the throttle, and the brake, according to what the driver does on his radio transmitter.

These cars are scaled-down version of many of the cars you see in a typical racing event shown on television or in magazines. They include Winston Cup Stock Cars, Busch Grand National Stock Cars, Craftsman

Truck Series SuperTrucks, World of Outlaw Sprint Cars, Outlaw Late Models, etc.

Quarter scale cars are the largest of all the radio-control racecars. They more closely resemble their full-scale counterparts than do any of the smaller scales. They can have independent type suspension, with hydraulic shock absorbers. The car's body is typically made from "Lexan", a plastic type material that is molded to an exact replica of a full-size car, but in miniature.

Quarter scale is less expensive and very much safer than their full-scale counterparts, (we've never had any drivers hurt when they crashed during a quarter scale event) but the racing is still very real. Any seasoned quarter scale driver will tell you he can "feel" what his car is doing, just as he would in a full-size racecar. In addition, almost any set-up parameter available on a full-scale racecar is duplicated on the quarter scale equivalent. Winning requires a combination of many skills including car set-up, as well as a fast engine and good driving!

Organized Quarter Scale Racing events take place at the local, Regional, National, and International Levels.

#### Driving a Quarter Scale

A person "moving-up" from a smaller scale car will have no problem driving a quarter scale car. When set up properly, quarter scale cars are easier to drive than the smaller cars. With time and practice comes experience and skill. The thrill of controlling a well setup quarter scale car is possibly the ultimate experience in radio control car racing.

#### Quarter-Scale Differences

Quarter scale cars are different from smaller radio control cars mainly in size, true-scale appearance, set-up adjustability, and realism. Quarter Scale emphasizes optimizing the competitor's set-up, as well as driving skills.

Sharing with, and helping other competitors is the rule, rather than the exception in Quarter Scale. This results in better competition, not only making the racing more fun for the competitors, but also a better "show" for the spectators.

Another important difference from racing in other scales is the engine specs. The national organization "QSAC" mandates that only one specific brand of 23cc two-stroke engine is allowed, and it must be stock. At major events QSAC utilizes a pre- and post-race Technical Inspection procedure, impounding the top four cars in each class, and performing a comprehensive external and internal inspection of the car including weight, width, height, tire-size, and spoiler, as well as engine tear-down inspection.

#### Racing in Quarter Scale

Race formats in Quarter Scale closely follow their full-scale counterparts. The races are computer-scored utilizing car-mounted transponders. When these transponders pass over the start/finish line, a computer scores the lap for that car. The computer keeps track of lap-times, track position and number of laps automatically. Up to ten cars can race at a time.

Qualifying heats (of which there are two rounds, varying in length from 20 to 50 laps) are used to determine the car's positions in the "mains events". These races are usually limited to six competitors. The number of "mains" is dependent on the number of cars entered in a particular class. Each main is populated with cars in whatever positions earned from the heats. Every competitor will run at least one "main". While the smaller scales limit race lengths by time, (perhaps a 5-minute race), Quarter Scale races are oriented to numbers of laps, like their full-size counterparts. Races can be 100, 200, or even 500 laps long.

What does it cost?

Buying a new quarter scale car can cost between \$1,000 and \$1,500. Once you've got the car, expenses are minimal - the cars can be run on ordinary pump gasoline, mixed with two-cycle oil. Fuel costs are negligible. Tires are a major expense in many of the other scales of r/c car racing. In quarter scale, one set of tires can last the racer for a whole season. The parts for these cars are reasonably priced, and last for a long time. Many racers have found racing quarter scale cars to be far less expensive than racing smaller scale cars, which cost less to begin with, but use expensive fuel and tires (or in the case of electric cars, batteries motors, and speed controls).

More Information?

For more information, check out the QSAC Website (<http://www.qsac.org>).

Finally, this is one of those jobs that seem thankless and a bit of a pain but a little bit of work developing a promotional flyer and an entry flyer and a lot of leg work visiting businesses and making phone calls will achieve remarkable results. It won't be instantaneous, it will take some time and continued effort, but the results will show up.

Please see the following for an example flyer.





**QSAC**  
[www.qsac.org](http://www.qsac.org)



[www.northhouston Speedway.com](http://www.northhouston Speedway.com)  
**1-877-615-9799**

**RADIO CONTROLLED  
QUARTER SCALE AUTO RACING  
GRAND NATIONAL  
SPORTSMEN-SPRINT CAR**

**WHAT IS QUARTER SCALE RACING**

QUARTER SCALE is the largest of all radio controlled racing and very resembles full size NASCAR stock cars, super-trucks, and sprint cars.

**THESE ARE NOT TOYS !**

At 4 feet long, 18 inches wide and 11 inches high, weighing 30 pounds, their size sets them apart from all the other scales of radio controlled racing. Each of the cars has the same size (23cc), 2 HP Zenoah engine, with no internal modifications allowed.

**WHERE DO WE RACE ?**

NORTH HOUSTON SPEEDWAY is the finest Purpose Built, hi-banked asphalt oval in the U.S. Located at 11847 Spears Road. Approximately fifteen Minutes north of Houston, we have plenty of room for parking, clean public restrooms. And a there is New Track located just outside Fort Worth.

**ADMISSION IS FREE!!!!!!**

**OFTEN ASKED QUESTIONS**

How much do these cars cost?

Depending on the car type, they run from \$1000.00 to \$2000.00 brand new. A good used car can be purchased for as little as \$500.00

What type of fuel do they use?

Gasoline and oil mixture(32:1) with octane's of between 93 and 116

How fast can they go?

On short track, between 40 and 45 MPH. On larger tracks, they can exceed 85MPH.

Are they hard to drive?

Yes and No. Because you are driving from a distance, it is hard to tell what your car is doing. Of course, with time comes experience, and the driving gets easier.

Who are the manufactures?

**Cars and Parts:**

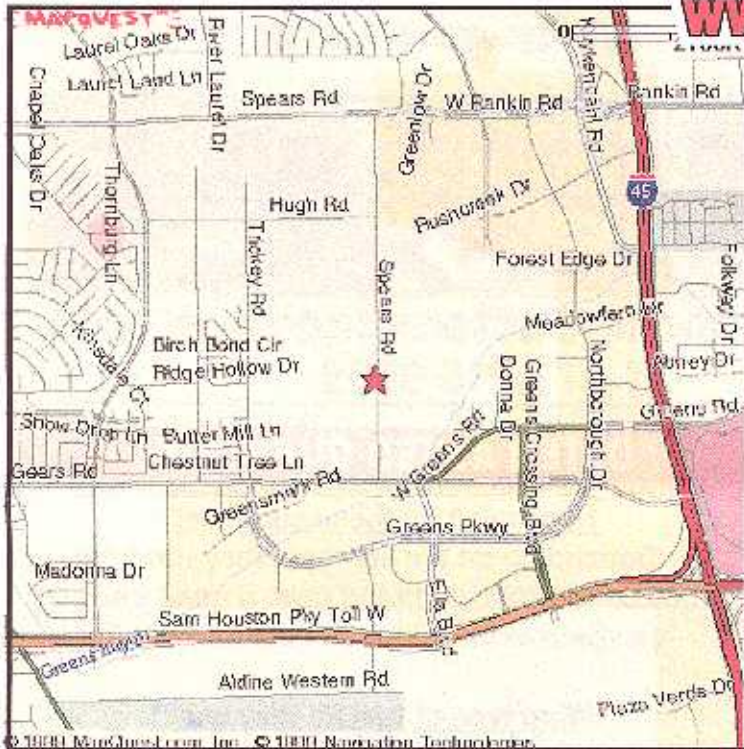
W.C.M. Corporation, Madisonville, Texas  
(936) 348-5057  
Rick Binnicker  
[www.wcm-corp.com](http://www.wcm-corp.com)

Pro1 Racing, Konawa, OK  
(713) 755-4269 • [www.pro1race.com](http://www.pro1race.com)  
Jim DeLonais  
[www.pro1z.com](http://www.pro1z.com)

Lightning  
Moore Motorsports-Donnie  
Travelers Rest, SC  
864-616-4149  
[www.lightning.com](http://www.lightning.com)

# North Houston Speedway

[www.northhouston Speedway.com](http://www.northhouston Speedway.com)



From I-45 North, exit Greens Rd. and go west about 1/2 mile to Spears Road, go North on Spears and the track is about 1/4 mile on the left.

**Graphic Results**

**72 WHITE T-SHIRTS  
W/ 1 COLOR FRONT & BACK  
IMPRINT 4.00 EA. \***

\*certain conditions apply Call for details

EXPIRES 06/01/05

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a driver please send email to  
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