

Racer's Guide

First Time at the Track

Whether or not we thought we were prepared, we have all made idiots out of ourselves at one time or another by not following the rules, knowing the etiquette, or just being a newbie in general. But it doesn't have to be that way! The local track is not a scary place, and there's no need for you to put off entering your first race. Take a page from our collective experience, and then take the plunge and hit the track. You'll wonder why you didn't do it sooner.

How Qualifying Works

The idea of qualifying is to turn in the fastest time you can, which means you are racing the clock, **not** the other racers on the track. That doesn't mean you'll be on the track by yourself, but the fact that you're racing the clock rather than the other racers is certainly an important thing to consider.

If you are driving side-by-side with another car in qualifying, it is better to give each other a little room rather than try to out-race each other. Your position on the track is irrelevant, and trying to race somebody will only make things harder on both of you and open up the possibility of a crash. If you don't allow the obviously faster cars to get past you in qualifying, you certainly won't make any friends at the track and you'll end up slowing down in the process.

During your qualifying sessions, the tone will sound but your race timer will not begin until the very first time your car crosses the line. Be sure to keep racing at the end of the heat until the announcer says that you are finished. Your qualifying heat does not end until the first time you cross the line after your own race clock has expired.

At the end of all the qualifying sessions, your position in the actual races (known as "mains") will be determined by your single fastest qualifying run. When running 5-minute qualifiers, for example, a 23/5:05 would mean you did 23 laps in 5 minutes and 5 seconds, which would be faster than a 23/5:12 – the same number of laps, but taking 7 seconds longer. Once you have read a few qualifying printouts (often referred to as "heat sheets") you'll get the hang of it.

How the Mains Work

The big race, the featured race, the **main** race at an RC racing event is the culmination of all the previous qualifying races. It's the main event. Racers compete in groups (classes) or qualifying heats to determine which main races and in what rank they will race.

The winner of the A-main is the event winner. There may be several mains at a racing event to accommodate all the classes and number of participants. The A-main would be the best qualifiers with the next best group of qualifiers in the B-main, etc. for each class of vehicle.

Right after all the qualifying races are over, the race computer will sort all the racers, with the 7 fastest racers in the "A Main", the next 7 fastest in the "B Main", and so on. The number of racers in each main may vary, depending on the number of total racers in the class. Each main event is run in order from the "highest" letter to the "lowest". For example, if there are enough racers to make an E Main, the E Main is run first, then the D, the C, the B, the A, etc. The winner of each lower main bumps up to the next main. Therefore, someone starting out in the lowest main could still win the A-main event.

Track Etiquette

First and foremost, your fellow racers will judge your character by how you behave on the track. It doesn't matter if you're a good or bad driver from the get go, but how you treat the other drivers makes all the difference in the world. Your first few times at the track, don't expect to go out and win; do your best, but spend your time learning the feel of your car and the nuances of racing.

Don't make potentially hazardous maneuvers during a race that could wreck other cars, and be careful to let faster cars pass you easily if they should come up behind you. By doing this, not only will you make friends among the other drivers, you will gain the reputation of being a calm and honorable competitor. That reputation can and will follow you for a long time, so you don't want to mess it up right away!

There are a lot of little dos and don'ts that you'll pick up as you spend more and more time at the track. Some of them are very important, while others are just common courtesies that everybody is expected to observe. They aren't that hard, so pay attention!

1. **Radio Frequency** – There is a radio frequency board that is used to identify who is on what frequency when not using a 2.4g Spektrum-style radio. If you have a crystal-based radio, do not ever turn your radio on unless you have taken the frequency clip that matches the frequency of your transmitter and receiver. You wouldn't want somebody else to accidentally wreck your car by turning on his or her radio while you're on the track, so make sure not to do it to somebody else. After you're done with a run, immediately return the frequency clip to the board so that anybody who is waiting for it can have their turn. You don't want to become known as the one who always keeps the frequency clips!
2. **Transponders** – Transponders are the identifiers that the computer scoring system uses to track the cars' progress on the track. Before you go out for a qualifier or race, you'll need to have a transponder in your car. Rentals are available but you may want to buy a personal transponder for your own use, so you don't have to worry about this.
3. **Don't Make a Mess** – Working on your RC cars can be messy business, and you are always expected to clean up after yourself. If you need to use motor spray or dump out shock oil, do it over a wastebasket (preferably outdoors) so you don't mess up the facility. If you open parts bags or end up with a broken part or two, make sure to throw them away instead of just leaving the remnants laying around for others to clean up. You are always the one responsible for leaving your pit area as clean as when you arrived, if not cleaner.
4. **Be Friendly, Be Helpful** – One of the best things about this (or really any) hobby is sharing information and tips with others who are enjoying the same thing. After you've been at the track a few times, it's likely that somebody will ask your advice about something. Even if you are busy or in a hurry, try to be as friendly and courteous as possible. If you don't know the answer, suggest somebody who does know. The more friends you make, the more fun you'll have, and the more help you'll get in return.

WBRC Racing and Classes

Below is a description of the R/C racing classes we currently run at our track. Please see a WBRC staff member with any questions or email jim@wheelbrokersonline.com.

All racing registration must be done inside our hobby shop. Complete a Race Entry Form, bring it to a cashier for payment and get your wrist band, and then bring it outside to the Race Director for entry in our computerized scoring system. The track is typically open for at least an hour, for practice, before racing begins.

We offer some pit tables and electricity directly behind the track, and on the north side of the building. You are free to bring your own table, chairs, canopy, etc. and an outdoor extension cord is highly recommended. Please note that

spectators ... anyone who is not driving in a race ... are NOT ALLOWED on the Drivers Stand or on the track (unless they have volunteered as a turn marshal and reviewed the rules of marshalling). However, your guests may sit with you in your pit area. Lawn chairs, coolers, etc. are welcome.

CLASSES

NOTE: If using Lipo batteries, only TWO-CELL is allowed for ALL classes.

Beginner – For new R/C racers, any electric 1/10 scale vehicle allowed. Beginners Class is for drivers in their first six months of racing. We reserve the right to move drivers out of Beginners Class when their skills enable them to progress to our 'normal' race classes.

Spec Slash – Traxxas Slash 2WD Brushed only. No modifications to factory motor, speed control or suspension.

Open SCT 2WD – 1/10 scale electric 2WD short course truck (Traxxas Slash brushless, Associated SC10, Losi XXX-SCT, etc.)

Open SCT 4WD – 1/10 scale electric 4WD short course truck (Traxxas Slash 4WD 4x4, Associated SC10 4x4, Losi SCT 4x4, etc.)

1/10 Buggy 2WD - 1/10 scale electric 2WD Buggy (Traxxas Bandit, Associated B4.1, etc.)

1/10 Stadium Truck – 1/10 scale electric 2WD Stadium truck (Traxxas Rustler, Associated T4.1, etc.)

Turn Marshaling

The **Turn Marshal** (AKA Corner Marshal) is someone who aids drivers when their cars flip over, stall, or get stuck. The Turn Marshal will quickly get an RC car back on the track and out of the way of oncoming traffic. A Turn Marshal is typically positioned at all turns or corners and areas where vehicles commonly have trouble negotiating the track.

As a racer, you are expected to turn marshal for drivers of the race immediately following your race. If you are not racing, but would like to volunteer as a turn marshal, you may do so by first checking with a WBRC staff member. Your participation is much appreciated.

NOTE: Marshaling requires twisting, crouching, avoiding obstacles and the use of two hands while being quick on your feet. **If you have a physical disadvantage that may cause you to be injured while marshaling – or that may prevent you from marshaling optimally – you should not marshal – period!** Bring a buddy or find a volunteer at the track to marshal for you – or let track personnel know upon race registration and we will recruit a volunteer for you.

Please review our **Turn Marshal Rules**, which can be found inside the hobby shop, which provide a description of what turn marshaling is and what is expected of you – for your personal safety, the safety of the drivers and their vehicles, and for fair marshaling on the track.

Parents ... it is especially important that Turn Marshal Rules are thoroughly reviewed by you with your children. They may be excited to get involved and participate – and we welcome their involvement – but turn marshaling can be dangerous and their safety is of utmost importance. In addition, R/C racing is a competition that the drivers take seriously. They expect and should receive competent turn marshals who are following our track rules.

Marshal like YOU want to be marshaled.

TRACK RULES

Please familiarize yourself with and respect our track rules. WBRC staff can and will remove you from both racing and/or the track itself if your behavior is deemed unsafe or inappropriate. Thank you.

Gear Covers Required On ALL Off-Road Race Vehicles.

All Radios (Transmitters) OFF When Not Racing.

Use Of REVERSE Prohibited During Racing.

Only Drivers Currently Racing Or Practicing Allowed On Drivers Stand.

Leave Pit Area Clean After Use.

Track Personnel ONLY In Scoring Booth Area.

Frequency Clips must be used when not using Spektrum-style radio.

Do Not Yell At Turn Marshals. Abusive Language Is Not Tolerated.

Do Not Yell At Other Drivers On The Drivers Stand During A Race.

Rental Transponders Are Available. Please Sign Up For One During Race Registration.

Do not throw, kick or otherwise risk damage to other peoples' vehicles or property.

Racers required to Turn Marshal immediately following their race or find a replacement.

When you crash, hold the brake and wait for a Turn Marshal. Do not hit the throttle.

In every way, be courteous to Turn Marshals on the track. Put their personal safety first.

WBRC is a Family-Friendly Track

HAVE FUN!

Contact Information:

Please visit our website for information on our hobby shop hours, open practice on the track, race schedules and special events. They are updated with the seasons.

Jim Paulson, Owner

www.wheelbrokersonline.com

jim@wheelbrokersonline.com

(612) 644-4710