

**2013 – 2014  
Garden State ISRA  
Rulebook**

**Participating Raceways:**

Speedzone Raceway and Hobbies

203 Pine St.

Mt. Holly, NJ 08060

(609) 702-0146

[www.speedzonenj.com](http://www.speedzonenj.com)

The Race Place

1151 Highway 33

Farmingdale, NJ 07727

(732) 938-5215

[www.raceplaceinfo.com](http://www.raceplaceinfo.com)

Garden State ISRA Club

Blackbeards Cave/CB Huntingtons

136 Atlantic City Blvd (rt 9)

Bayville NJ 08721

**Schedule:**

September 29, 2013 – Garden State ISRA Club

October 27, 2013 – NJ Speedzone

November 24, 2013 – The Race Place

December – Off for the holidays

January 26, 2014 – NJ Speedzone

February 16, 2014 – The Race Place

March 30, 2014 – Garden State ISRA Club

April 27, 2014 – Championship Race - The Race Place

**Entry Fees and race-day order:**

\$8 – Spec LMP

\$8 – Group 10

\$10 – B-Production

\$12 – Open Group 12

\$1 from each entry will go into the year end point fund for year-end awards. The remaining cash after the year end awards are purchased will be distributed to the top 5 in each class.

**General:**

Unsportsmanlike conduct will not be tolerated and is grounds for disqualification.

There must be only 1 driver per car and only 1 car per driver.

The body and chassis that is presented at tech must be the body and chassis that is run the entire race; all other parts may be changed. Changing the body or chassis after it has been presented for tech will result in disqualification.

Any damage that would make the car illegal, such as the loss of a major part of the body, interior, or a car dragging on the track surface must be repaired within 3 laps. You will be black flagged after the 3rd lap (the power will be turned off on your lane).

Cars will be impounded after being presented in tech.

Cars will not be touched after being presented in tech prior to qualifying.

Cars will be impounded after qualifying.

After qualifying, cars may not be worked on by the driver or pit crew until the power comes on in warm up.

Lane change is the driver's responsibility. No compensation will be given for incorrect changing of lanes. Host raceway will provide a payout equal to 50% of total entry fees collected per class to be paid in racebucks or cash. Payout will be calculated in accordance with the ISRA USA Payout Schedule.

**Points:**

Points will be awarded in the following manner.

- 1 - 50
- 2 - 45
- 3 - 43
- 4 - 41
- 5 - 39
- 6 - 37
- 7 - 35
- 8 - 33
- >8 - 30

**Driver Classification:**

Drivers will be ranked in one of two categories: 1. Semi-pro; 2. Pro

Participants who are current and/or past ISRA North American champions or USRA champions and past series champions of JRL, B-Production, Open Group 12, or Eurosport in any of the ISRA sanctioned series will be classified as Pro.

Racers may elect to be classified as a Pro, but that election is irrevocable, and that racer will be classified as Pro for all classes.

Semi-pro and Pro racers will race together, but scoring, points and payout will be done on a driver-classification basis.

There will be one drop for Spec LMP, Group 10, B Production and Open Group 12.

**Race Day Procedures:**

**Qualifying:**

There will be no qualifying for 11 drivers or less. Lane choice will be randomly selected.

If there are 12 or more entries the qualifying order will be randomly selected.

Qualifying will be for 30 seconds on a lane selected by the race director.

Overall ranking will be determined by the total laps and sections. Once the racer has completed his or her qualifying run, the car will be placed to the inside of its stopping position.

Ties will be broken by distance traveled using the cars stopping position on the track and then by best lap time.

Any driver who misses their qualifying session will be ranked in last position.

**Race Procedure:**

Every race will be run as a main starting with the slowest and ending with the fastest. (i.e. C-main runs before the B-main, and the B-main runs before the A-main.)

If there are 11 or less entries a round robin will be run.

If possible, the number of drivers in each main will be equal. If not, the mains will be filled from the slowest to the fastest (i.e. if there are 13 racers there will be 7 in the B-main and 6 in the A-main).

There will be a 2 minute warm-up before each main.

Each driver will race for 2 minutes on each color in Spec LMP; 3 minutes in group 10 and B-Production; and 4 minutes in Open Group 12.

There will be a 1 minute intermission between heats in all races.

### **Car Repair / Pitting:**

Work may be done on cars at any time during the race with the exception of during a track call, as defined below in the "Track Calls" section, or during the lane change in Spec LMP, Group 10, JRL, B-Production, and Open Group 12.

Work may **not** be performed during the lane change during F-1 1/32<sup>nd</sup> Eurosport, 1/32<sup>nd</sup> Eurosport, or 1/24<sup>th</sup> Eurosport, or during track calls. In the Eurosport classes, the only things that may be done to the car during the lane change are changing the lane sticker, pushing in body pins (not replacing), and straightening the braid (not replacing or "flipping"). All other work must be done when the track power is on. **No warning will be given for an infraction and a 50 lap penalty will be imposed if anyone is found in violation of this rule.**

When pitting the car, in all classes, if the driver or pit person makes contact with a competitor's car, the driver will receive a **10 lap penalty**, regardless of whether the other car deslots. **No warning will be given for an infraction and the penalty will be levied immediately.**

Additionally, if pit work is performed by a pit person while the track power is on, that pit person cannot be a turn marshal at that time. Furthermore, if the car is being pitted by someone other than the racer, the car must be removed and returned to the track in the "pit zone". **If this procedure is not followed a 10 lap penalty will be assessed and no warning will be given. The penalty will be levied immediately.**

### **Marshaling:**

Drivers, at the end of their main, must marshal the next main or whenever called upon. Drivers in the A-main must marshal the first main of the race (i.e. – in the event of 3 mains, the A-main driver will marshal for the C-main, the C-main will marshal for the B-main, and the B-main will marshal for the A-main.)

The number of marshals must be the same in each main.

You will be disqualified for failure to marshal and will forfeit payout & points.

### **Track Calls:**

For an unmarshalable car (i.e. In the middle of the straight in front of the drivers; under a bridge or in the middle of the track where a marshal cannot reach).

A rider is a track call.

A car on the floor near the track is **NOT** a track call. A car on the floor under the track when the marshal must climb under the track **IS** a track call.

Regardless of the number of cars off in a single corner, it is **NOT** a track call.

A warning will be given for the first illegal track call and a 5 lap penalty for each successive call.

**A turn marshal may not pass a car back to the driver or to the pit crew during a track call until the track is otherwise clear. Once the driver or pit crew has the car in his or her possession the car is considered "clear" and racing will resume. Once the driver or pit crew is finished performing the work the car must re-enter the track in the same spot the car came off. A track call will not be granted to the racer or pit crew in order for the car to resume the race. An immediate 10 lap penalty will be imposed if this rule is not followed. There will be no warning.**

**Furthermore, the turn marshal may straighten braid and the body and push in body pins of only the car(s) involved in the track call (i.e. – the two cars that were on the floor, not the car that did not deslot that happened to stop in front of the marshal). The other cars that were not the cause for the track call must remain on the track and no work shall be performed to those cars.**

In all classes with the **exception of the Eurosport classes**, if the power goes off for a track call and the driver or pit crew is already in the process of repairing a car the work may continue. In the Eurosport classes, all work being performed must be **stopped** during the track call.

### **Classification:**

After each main, a drivers finishing position will be a result of the sum of the laps completed and number of sections. The number of laps made can only be a result of the lap counter. No lap correction is made for lane jumping (riders) or missed counting due to the cars braid. If the car jumps over the lap counter call track to be placed behind the lap counter. The race director must check the lap counting system if there is a sustained

problem. If a problem with the lap counter occurs, then the race director must rerun the current segment. If the lap counter fails to operate, the raceway must repair or provide an alternate lap counter.

#### **Technical Specifications:**

Maximum width for all 1/24<sup>th</sup> classes (excluding pins and tape): 3.269" (83mm)

Maximum width for 1/32<sup>nd</sup> Eurosport (excluding pins and tape): 2.519" (64 mm)

Maximum width for 1/32<sup>nd</sup> F-1 Eurosport (excluding pins and tape): 2.677" (68mm)

#### **Rear Tires**

Maximum rear tire width for all 1/24<sup>th</sup> classes is .815".

See individual class rules for maximum tire width for 1/32 F-1 Eurosport and 1/32 Eurosport.

The rubber portion of the tire contacting the track surface must be black.

Speed Rubber is illegal. If a racer is found to be using Speed Rubber he/she will not be allowed to participate in the remainder of the day's races.

#### **Front Wheels:**

Sticker front wheels are legal for all classes with the exception of JRL.

Minimum sticker diameter .500" (13mm).

If sticker fronts are not used, front wheels with a minimum diameter of .500" must be used and must turn on their centers at 90 degrees to the track surface and have black rubber / plastic perimeter.

Except in 1/32 F-1 Eurosport and JRL, the loss of front wheel(s) during the course of a race will not be considered an infraction.

See individual class rules for front tire rules for 1/32 F-1 Eurosport and JRL.

#### **Rear clearance:**

There is no minimum clearance provided the gear is level with, or above the bottom of the chassis.

This rule will be strictly enforced in order to protect the track surface.

#### **Body:**

No air control devices allowed. Body bulletproofing that extends the side dams will be considered air control.

The body must cover the whole chassis including the rear axle & guide flag with the exception that the ears at the front of the chassis which may extend out past the body.

The body must be fixed to the chassis with only pins or original manufacture body clips.

Windows must be clear and all 4 wheels must be completely visible from the side.

A number must be displayed in at least 3 different positions.

Numbers must be a minimum .25" high and be decals, vinyl, or painted from the inside.

All cars must contain a painted and detailed 3 color 3 dimensional driver with helmet, shoulders, arms and steering wheel mounted in the original cockpit position.

Interior must cover the entire cockpit opening.

The body must not deviate from its original form as produced by the manufacturer.

The body must be opaque when viewed from the top and sides except for wheel openings or other openings which represent actual openings on the real car.

Diaplanes may be trimmed off the front of the body

#### **Gears:**

Unrestricted in all classes except for Spec LMP. See Spec LMP rules for gear rule.

#### **Overall**

If it's not mentioned it's not legal!

## **Spec LMP: 2 minute heats**

### **Chassis:**

JK Cheetah X25 Chassis JKX25 (Chassis must be in stock configuration meaning that the pans from the other Cheetah series chassis may **not** be interchanged. Lightweight pans are illegal.)

The chassis may not be cut or bent from its original shape and must be unmodified apart from the following permitted modifications:

- Lead may be taped or glued to the chassis

- Pin tubes may be added in the original body mounting holes and can be floating or fixed to the chassis

- Rear bushings may be soldered to the chassis (ball bearings may not be used)

- Motor may be soldered to the chassis

- May grind only the rear of the motor bracket for gear clearance

- Chassis may be braced with commercially available rear upright brace or piano wire not to exceed .062" diameter. No other bracing is permitted.

- Tape may be applied

- Lead wire retainer may be added

### **Axles:**

3/32" solid rear axle only (no hollow or otherwise lightweight rear axles)

Front axle is not required; however, a 1/16" front axle and .500" wheels may be used

### **Motor:**

JK Hawk 7 Motor JKP30307

Motor must be unmodified

**MOTOR CLAIMER RULE:** If a racer would like to claim another racers motor, the racer must make it known to the race director before the end of the last heat that he/she intends to "claim" another racers motor. Once the announcement is made, the racer must continue with the "claimer" procedure unless the intended motor stops working before the end of the race. The cost to claim the motor is equal to the retail price of a new JK Hawk 7 motor plus sales tax. At that time, the motor installed in the race car will be removed by an ISRA delegate and will then be given to the motor claimer. This rule only applies to Spec LMP and is intended to limit the number of motors a racer purchases to find that "special motor."

### **Gears:**

May use any 64 pitch spur and pinion gear. 48 pitch, 72 pitch and 80 pitch gears are illegal.

### **Bodies:**

Parma Dome GT-1 LeMans Part Number PAR1048A or PAR 1048B

Body must be cut on the cut-line and must maintain a vertical front bumper

Body must have 3 painted or sticker numbers.

A 3 color driver is required

## **Group 10: 3 minute heats**

### **Chassis:**

Kelly/Pro-Slot: FX chassis (all varieties).

Parma: Flexi 1, Flexi 2 (may interchange pans and use Parma hot-wing), Flexi 3 (with any flexi 3 pan),

Flexi-4, and Flexi 5.

Champion: Turbo Flex, Astro Flex, (may use aluminum pans).

JK- Cheetah (may use light weight pans), Cheetah 7 (may reverse pans), Scorpion 1,2, & 3, Cheetah 11 (C and D-can versions), Cheetah X21, Cheetah X24, Cheetah X25 (may use lightweight pans and may mix and match pans & center sections. i.e. – Cheetah X25 center section with Cheetah 11 pans)

Mossetti: Titan & Titan SS

The chassis may not be cut and cannot be bent from its original shape.

Exceptions:

May grind motor bracket for gear clearance.

Pan movement may be increased or restricted.

Front wheel towers may be trimmed.

Rear axle vertical location may be changed.

Nothing may be added to the chassis if not mentioned in the list below:

Lead may be taped or glued to the chassis.

Pin tubes may be added in the original body mounting holes and can be floating or fixed to the chassis.

Rear bushings may be soldered to the chassis (no ball bearings).

Motor may be soldered to the chassis (screws are optional).

Chassis may be braced with no more than 3" of up to .062" diameter piano wire.

May add commercially available guide tongue reinforcement.

Tape may be applied.

Lead wire retainer may be added.

#### **Bodies:**

Any GTP style body is legal. Bodies with air control are specifically illegal.

#### **Motor:**

Any D-Can based motor with any single piece, full high D-Can magnet.

Any commercially available, balanced or unbalanced, 16-D armature.

Armature must wound with 70 turns of 30 gauge wire, have a diameter of .513", .518 "or .560" and have a minimum stack length of .600"

Armature may not deviate from the manufacturer's intended shape.

May interchange manufacturer parts.

May notch can and/or magnet for axle clearance.

May drill 1 small hole per side to ease magnet installation.

May use ball bearing in can end of motor only.

No shunt wire or spring insulation may be used.

#### **B-production:** 3 minute heats

#### **Chassis:**

All Group 10 chassis rules will apply.

#### **Bodies:**

JK- Porsche (7178), Audi R8C (7182), Bentley (7197), Mercedes CLR (7183), Mazda Dyson (7215)

Parma- Mercedes GT-1 (1044)

Outisight- Porsche GT-1 (082), Audi R8C (285), Bentley EXP (286), Porsche Evo (287), Peugeot 908 (294),

Redfox- Bentley (RFSC26), Porsche (RFSC28), Audi R8 (RFSC34), Audi R-18 LMP (RFSC100c), Peugeot 908 LMP (RFSC99C), Ferrari Concept (RFSC101C)

**Motor:**

Any C-can based motor with any single piece, full height and length ceramic C-Can magnet.

Any commercially available Superwasp, Stinger, Hornet, Sportsman, Contender, Challenger, or Competitor armature

Superwasp, Stinger and Hornet armatures must have a minimum diameter of .510", have a stack length of .350" and be wound with 60 turns of 30 gauge wire. There is no limit to maximum armature diameter.

Sportsman, Contender, Challenger and Competitor armatures must have a minimum diameter of .510", have a stack length of .440" and be wound with 55 turns of 30 gauge wire. There is no limit to maximum armature diameter.

Armature may not deviate from the manufacturers intended shape.

Aftermarket aluminum endbells are legal.

Can and endbell ball bearings are legal.

Shunt wire and spring insulation is legal.

May epoxy or super glue magnets in place.

May interchange manufacturer parts.

May notch cans and/or magnet for axle clearance.

May drill 1 small hole per side to ease magnet installation.

**Open Group 12:** 4 minute heats**Chassis:**

Unrestricted

Axle ball bearings are legal

**Body:**

JK - Cadillac 7185, BMW LMR 7184, Audi R10 7206

Outisight - Cadillac 289, Acura LMP (293), Audi R-10 (291)

Red Fox – Caddy (RFSC32), Audi R-10 (RFSC33), Acura (RFSC40)

Maximum rear spoiler height of 1.750" as measured on a recessed tech block.

**Motor:**

Any C-can based motor with any single piece, full height ceramic C-Can magnet.

Any commercially available tagged X-12 armature with a minimum diameter of .510". No maximum armature diameter.

Aftermarket aluminum endbells are legal.

Can and endbell ball bearings are legal.

Shunt wire and spring insulation is legal.

May epoxy or super glue magnets in place.

May interchange manufacturer parts.

May notch cans and/or magnet for axle clearance.

May drill 1 small hole per side to ease magnet installation.



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**For Special Exhibition Races Only**  
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**JRL:** 3 minute heats

**Chassis:**

Mossetti, FX, Clark, Mack F1, HNR, JK JRL Indy car (Spring Steel Only)

JRL top suspension piece may be bent or omitted.

Pin tubes may be added.

Axle Ball bearings are legal.

Pan movements may be increased or restricted.

Chassis may be braced with no more than 3" of up to .062" diameter piano wire.

Front wheels must be at least .600 inches in diameter and at least .300 inches wide.

No other modifications will be allowed.

**Body:**

Any 1/24 scale Indy/F1 production body.

Body must have a 3 color driver

Chassis must be completely covered when viewed from above; except for the front wheel assembly and rear wheels, axles, tires, and gear.

**Motor:**

B-Production motor rules will apply.

**1/32<sup>nd</sup> Eurosport:** 4 minute heats

**Chassis:**

Max length; center of rear axle and guide pivot hole is 105.0mm.

**Body:**

Eurosport 1/32 is a single body class.

Red Fox (Brazil) ISRA Audi R10.

Maximum height at rear wing is 32.5mm as measured on a recessed tech block.

Minimum vertical edge at front of the body is 1.0mm

The body must not deviate from its shape as produced by the manufacturer.

The body must cover the entire chassis, including the rear axle and guide flag, in at least one unforced position.

Body may be fixed to the chassis with pins or cellophane.

The body must be completely opaque. Windows, if any, must be left clear and all four wheels must be completely visible when viewed from the side.

No portion of the chassis must be seen through the cockpit area when viewed from above.

Body cutting must maintain every detail of the real car (i.e. lights, wheel position, etc.).

**Wheels and axles:**

Max rear tire width is 16.0mm.

Min rear tire diameter is 15.0mm.

**Motor:**

No restrictions.

## **F-1 1/32 Eurosport:** 4 minute heats

### **Chassis**

Chassis are unrestricted except for the following limitations:

The motor must be mounted in the chassis in the "in-line" position (i.e. in a 90-degree angle to the rear axle).

The chassis must have a maximum length of 110 mm (4.330 inches) as measured from the center of the guide pivot to the center of the rear axle.

The chassis portion (the "Pans") of the car must have a maximum width of 52 mm (2.047 inches). The Pans must have a maximum length of 68 mm (2.677 inches).

The part of the chassis ahead of the pans must have a maximum width of 34 mm (1.340 inches), excluding the front axle and its support(s).

The part of the chassis to the rear of the pans, including the supports for the rear axle, must also have a maximum width of 34 mm (1.340 inches).

Only one guide flag device per car is allowed.

### **Body**

F-1 1/32 Eurosport is a single body class.

Red Fox (Brazil) McLaren 2010

Max rear spoiler height of 30 mm as measured on a recessed tech block

The body must not deviate from its form as produced by the manufacturer.

The body must cover the entire chassis including the guide flag but excluding the axles, wheels and the support(s) for the front axle.

The body must be completely opaque. The additional exception is the rearward portion of the chassis pans not covered by the body. The chassis portion in this area must be painted black.

Numbers must be displayed in at least three (3) different positions.

All cars must contain a painted and scaled three-dimensional interior with driver's helmet, shoulders, arms, and steering wheel mounted in the original cockpit position.

No portion of the chassis must be seen through the driver area when viewed from above.

### **Motor**

No restrictions.

### **Front wheels**

Minimum diameter of .550 inches (14 mm)

Minimum width of .157 inches (4 mm) to a maximum width of .400 inches (10 mm).

Minimum front wheel track (width) must be 2.44 inches (62 mm).

Wheels must turn on their center at 90 degrees to the track surface and have a black rubber/plastic perimeter.

The loss of a front wheel during the course of racing will be considered an infraction and must be repaired/replaced immediately.

### **Rear tires**

Minimum diameter of .590 inches (15 mm) and a maximum width of .630 inches (16 mm).

Maximum rear wheel track (width) must be 2.677 inches (68 mm).

## **1/24<sup>th</sup> Eurosport:** 4 minute heats

### **Chassis:**

Max length measured between the center of the rear axle and the center of the guide pivot is 125mm.

### **Body:**

1/24<sup>th</sup> Eurosport is a single body class.

Red Fox ISRA (Brazil) R-10 with a maximum rear spoiler higher of 35mm (1.378 inches) as measured on a recessed tech block.

Minimum vertical edge at the front of the body is 1.0mm

The body must not deviate from its shape as produced by the manufacturer.

The body must cover the entire chassis, including the rear axle and guide flag, in at least one unforced position.

Body may be fixed to the chassis with pins or cellophane.

The body must be completely opaque. Windows, if any, must be left clear and all four wheels must be completely visible when viewed from the side.

No portion of the chassis must be seen through the cockpit area when viewed from above.

Body cutting must maintain every detail of the real car (i.e. lights, wheel position, etc.).

**Motor:**

No restrictions

