



Mission Statement

The purpose of this organization is:

- to promote a return to the spirit of slot car racing fun from the '60s, using scratchbuilt slot cars,
- to define slot cars that reflect the appearance of actual racing cars from the above time period,
- to provide a unified set of rules for regional, national, and international competition, and
- to create a rules structure that is cost-effective for the racer as well as the raceways.

The organization also supports a companion racing class utilizing non-scratchbuilt cars:

- to encourage slot racers to become involved in the retro form of slot racing,
- to develop basic car set-up, driving, and soldering skills,
- to promote the scale appearance of racing cars from a specific time period, and
- to be part of a nationally-run event only as a non-ranking warm-up or closing event.

These rules were developed after a careful review of all regional D3 and Retro rules sets, in a process begun at the first national retro race held in Chicago in 2007. Based upon the success of that event, a group of racers representing various regions agreed that a unified set of rules for major events could be established to ensure that all cars currently running under regional rules would be legal to run in national or international events with little, if any, modification. The primary goal was inclusiveness. Regions running retro series are encouraged to adopt these rules for their regional events.

Though the result of careful consideration by a body of experienced slot racing participants, these rules will undergo revision if required and therefore may evolve over time. However, the intent of this organization is to revise these rules ONLY when doing so is clearly necessary and beneficial for all parties concerned.

Contributors & Supporters:

John Dilworth – Butch Dunaway – Jim Fowler – Jay Guard – Ron Hershman – Richard Hofer – Steve Kempson
Ralph Klose – Joe Neumeister – Tony Przybylowicz – Dennis Samson – Mike Swiss – Darryl Vance – Greg Wells

IRRA Board:

Bodies Committee: chair - Joe Neumeister
Motors Committee: chair - Ron Hershman
Chassis Committee: chair - Dennis Samson
Components Committee: chair - Mike Swiss
Sergeant-at-Arms: Greg Wells

Samples of any new items for use under IRRA rules (such as motors, bodies, commercially-built chassis, etc.) should be sent to the appropriate committee chair for further review by the board and committee members. Items should be readily available to dealers and raceways.

Any part, material, technique, or rules interpretation not specifically allowed under IRRA rules is not legal and is prohibited!

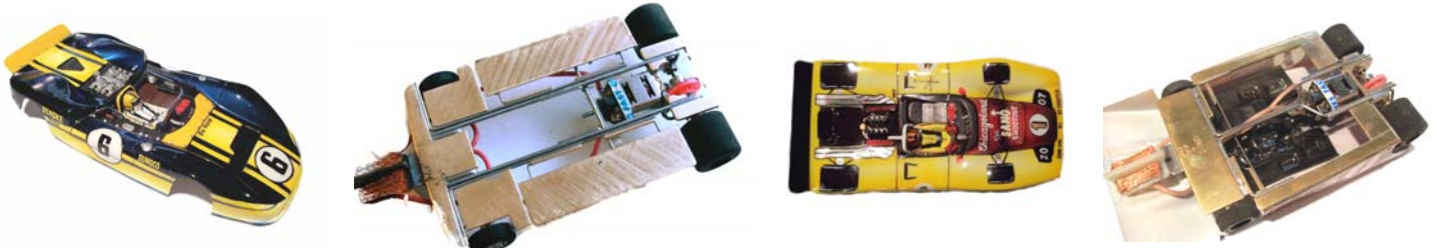
The IRRA reserves the right during technical inspection to disallow any car that does not meet the intent of the rules.

Classes

There are four (4) classes defined in IRRR regulations: **Can-Am**, **GT Coupe**, **Formula 1**, and **Flexi GT**.

Can-Am and GT Coupe

Can-Am



GT Coupe



General Specifications

- a. **Maximum Overall Chassis Width:** 3.125" (79.38mm), measured across any part of the chassis, as well as across the front and rear axles).
- b. **Maximum Body Width:** 3.250" (82.55mm), measured at the front and rear wheel arches.
- c. **Maximum Rear Tire Width:** 0.810" (20.57mm).
- d. **Minimum Rear Tire Diameter:** 0.8125" (20.64mm).
- e. **Minimum Front Tire Width:** 0.225" (5.72mm). Wheels with O-ring "tires" are prohibited.
- f. **Minimum Front Tire Diameter:** 0.750" (19.05mm).
- g. All tires must be black in color. Front tires may be coated.
- h. **Minimum Rear Chassis Clearance:** 0.050" (1.27mm). The entire motor bracket, rear chassis section, and gear must meet this clearance. Clearance will be measured with front and rear tires sitting flat on the test block without the guide.
- i. **Minimum Front Chassis Clearance:** 0.015" (0.38mm), measured at the most forward part of the chassis. Clearance will be measured with front and rear tires sitting flat on the test block without the guide.
- j. Axles (Front & Rear): **3/32" (2.38mm) minimum diameter**, solid steel. Hollow axles are not allowed. **Axles may only be flattened in the areas where the wheels and gear are secured.**
- k. **Bushings/Bearings:** Oilite/bronze bushings or ball bearings may be used in the front and/or the rear.
- l. **Minimum Weight:** 100 grams ready to race.
- m. **Drive Type:** Inline drive only, with the motor shaft at 90° to the rear axle.
- n. **Drive Gears:** Any drive gear and ratio may be used.
- o. **Maximum Front Axle Play:** 0.125" (3.18mm), as part of the maximum front track width. At no time can tires extend out past the body.
- p. **Maximum Rear Body Height:** 1.375" (34.93mm) measured with the car on all four wheels on a tech block without the guide to the top of the highest point of the rear of the body, excluding any add-on spoiler. **The maximum rear body height with a spoiler is 1.750" (44.45mm) and the spoiler must be in compliance with paragraph b. of the Body section of these rules.** Severe raking of the body for aerodynamic effect is not allowed.
- q. All chassis parts, including the guide flag, must be covered by the unmodified body.
- r. The wheels shall be located in relation to the wheel arches in the body.

- s. **Tires – Rear:** Any commercially-available natural rubber tire, chemically-treated or untreated, on any size non-drilled hub.

Chassis

- a. **Chassis Type:** Any personally-built or commercially-available scratchbuilt chassis in kit form or built conforming to these specifications is allowed.
- b. **Chassis Materials:** Brass: sheet, rod, and tube; steel: wire, pin tubing, and commercial guide tongues are allowed. Steel tongues cut from center sections of Flexi chassis, such as Parma Flexi 2 or 3, JK Cheetahs, etc., may be used until January 1, 2009, but cannot be cut off any farther back than 3/8" (9.53mm) behind the front axle and are limited to a maximum 1" (25.4mm) width. No other materials are allowed. Chassis parts, such as pans, brackets, guide tongues, etc., that are made using EDM, laser, or water-cutting techniques are allowed only if they are individual commercially-available components or components of chassis kits (i.e. these techniques may not be used in the private manufacture of one-off components). Materials such as printed circuit boards are not legal. **Each car must have a brass rear bracket consisting of at least three sides (vertical or horizontal), with each connected side having a minimum width or height of at least .200". Under this restriction, a cut-off brass Womp piece would be allowed.** The motor bracket must support the motor and extend to touch the rear axle tube. The axle tube does not need to travel through the motor bracket. The motor must be screwed to the motor bracket and it can also be soldered in. Floating pin tubes inside another tube are allowed.
- c. **Hinged Movements:** Other than a drop arm, all hinged movements must be oriented in only one direction on any individual chassis. A chassis may have transverse hinges (examples: Iso-fulcrum hinges and plumber hinges) **OR** it may have longitudinal hinges (example: side pan hinges) but the chassis may not have both types. The number of individual hinges is not restricted. Centerline hinges are NOT allowed.
- d. **Front axle: A single straight, 3/32" (2.38mm)** one-piece front axle is required, carrying both front wheels. The axle may be fixed or in a tube. NO hinged front wheel movements are allowed (i.e. no "L" arms). Front wheels may rotate independently.
- e. **Guide:** A single guide flag is allowed, centered on the longitudinal axis of the chassis (i.e. no sideways "free float" or offset) **and with a blade no larger than .086" (2.20mm) wide x 1.060" (27.18mm) long.**
- f. **No part of the chassis, motor, gear, or other component may hang below the main chassis rail(s), which may not be bent or bowed vertically for the purpose of lowering the midsection of the frame below the level dictated by the clearance specifications.**

Motor

- a. **Motor types:** May use any one of the following motors, which must remain unopened and unmodified:
- **Falcon 7**
 - **Pro Slot Euro Mk 1 4002, Sealed** with Chinese arm. May be refurbished by an approved IRRA Refurbishing Center
 - **Pro Slot Euro Mk 1 4002B, Sealed** with American arm. May be refurbished by an approved IRRA refurbishing center
 - **TSR D3**
- b. **Note: No other motors will be allowed unless approved by the IRRA and added to the approved motor list.**
- c. **Exclusion Clause:** Clear violation of the motor-tampering rule will result in permanent exclusion from future IRRA events of any kind. Racers will be required to sign a tech sheet giving permission for the Race Director, at his discretion, to tear their motors down for inspection to prove legality. If a motor is deemed illegal due to unapproved modifications (including, but not limited to, incorrect armature, bushing alterations, magnet shimming, magnet change, timed brush hoods, etc.), the racer will be disqualified from the event and future events until reinstated by IRRA officials. If the motor is legal and can be refurbished, it will be sent to an approved IRRA refurbishing program at no cost to the racer. Non-refurbishable motors found legal will be replaced at no cost to the racer. Racers wishing to have their motor refurbished for continued use can participate in the IRRA Motor Refurbishing Program.
- d. **A motor may not be changed after tech inspection at any time unless it fails during the race. A motor change between heats is NOT allowed unless the motor change was begun during an active heat. Motor changes must be approved and re-inspected by the Tech Director.**

Body: All approved Can-Am and GT Coupe bodies are listed in “Approved Body Lists” section. All bodies must be representative of pre-1970 cars.

- a. **Body style:** Racers are encouraged to present cars with scale realism. Bodies must be those on the approved body list. No “flattened” or “aerodynamically-improved” bodies allowed (i.e. no molded-in spoilers, wings, etc., that were not on the original full-size car or original mold). Note: molded-in spoilers may not exceed the allowed specification governing the maximum width of the body. Front wheel arches must be cut out. Rear wheel arches may be left closed if the original full-size car ran with closed wheel arches. Bodies must be presentably-painted and carry at least three racing numbers, one on each side, and one on the front. **To further clarify this regulation, all bodies must be fully opaque on all sides except for those areas deemed to be windows. Windows can be tinted as they often are on real cars. The term opaque means covered by paint, tape, or other suitable material such that a finger is not visible through the paint or other covering under normal lighting.** No part of the chassis may be seen when looking down on the car from above. Legal openings, such as air vents, etc., may be cut out. There should be a minimum 1/16” (1.59mm) vertical component and/or part of the grill along the front edge of the body unless this element was not on the original car (example, Ti22).
- b. **Spoilers and air control:** A single, flat plastic spoiler set at any angle may be added to the rear of the body only. The spoiler’s chord length is limited to a maximum of 1/2” (12.7mm) and must be no wider than the outer edges of the body. No additional bends are allowed except for the one to set the initial angle. No side dams of any type are allowed. Front diaphragms are not allowed. High-mounted wings are allowed if they are used on the original full-size car. Such wings must be securely attached to the body and/or chassis (example: Chaparral 2E/2G/2F).
- c. **Cockpit:** All bodies must carry a painted (at least two colors), fully-molded three-dimensional interior comprising a driver (helmet, shoulders, and arms), a steering wheel, and cockpit representation. No paper interiors. If a Can-Am body does not have a molded-in driver, then the body must be totally cut out so the interior is in full view. GT Coupes must have separate interiors.

Formula 1



General Specifications

- a. **Maximum Overall Car Width:** 3.25" (82.55mm), measured across front and rear axles.
- b. **Maximum Rear Tire Width:** 0.810" (20.57mm).
- c. **Minimum Rear Tire Diameter:** 0.8125" (20.64mm").
- d. **Minimum Front Tire Width:** 0.375" (9.53mm).
- e. **Minimum Front Tire Diameter:** 0.750" (19.05mm).
- f. All tires must be black in color and front tires may be coated.
- g. **Minimum Wheel Base:** 3.875" (98.43mm).
- h. **Maximum Wheel Base:** 4.250" (107.95mm).
- i. **Minimum Rear Chassis Clearance:** 0.050" (1.27mm). The entire motor bracket, rear chassis section, and gear must meet this clearance. Clearance will be measured with front and rear tires sitting flat on the test block without the guide.
- j. **Minimum Front Chassis Clearance:** 0.015" (0.38mm), measured at the most forward part of the chassis. Clearance will be measured with front and rear tires sitting flat on the test block without the guide.
- k. **Maximum chassis width excluding axle tubes and axles:** 1-5/8" (41.28mm). A realistic suspension representation may be allowed to exceed the maximum chassis width rule if the suspension members are a minimum of 0.050" (1.27mm) above the tech block surface at all points and do not have any non-suspension parts (i.e. chassis pans, hinges, etc.) attached to them.
- l. **Axles (Front & Rear):** 3/32" (2.38mm) minimum diameter, solid steel. Hollow axles are not legal. **Axles may only be flattened in the areas where the wheels and gear are secured.**
- m. **Bushings / Bearings:** Oilite/bronze bushings or ball bearings may be used in the front and/or the rear.
- n. **Minimum Weight:** 100 grams ready to race.
- o. **Drive Type:** Inline drive only, with the motor shaft at 90° to the rear axle.
- p. **Drive Gears:** Any drive gear and ratio may be used.
- q. **Maximum Front Axle Play:** 0.125" (3.18mm), as part of the maximum front track width.
- r. All chassis parts, to include the guide flag, must be covered by the unmodified body with the following exceptions. The guide may be visible on the sides of the body when the guide is turned. The front axle tube may be visible. The rear axle tubes and front and rear axle supports may be visible within the body's axle cut-outs but cannot exceed the maximum chassis width at any point. A realistic suspension representation may be visible as allowed in paragraph k. above.
- s. **Tires – Rear:** Any commercially-available natural rubber tire, chemically-treated or untreated, on any size, non-drilled hub.

Chassis

- a. **Chassis Type:** Any personally-built or commercially-available scratch built chassis in kit form or built conforming to these specifications is allowed.
- b. **Chassis Materials:** Brass: sheet, rod, and tube; steel: wire, pin tubing, and commercial guide tongues are allowed. Steel tongues cut from center sections of Flexi chassis, such as Parma Flexi 2 or 3, JK Cheetah, etc., may be used until January 1, 2009, but they cannot be cut off any further back than 3/8" (9.53mm) behind the front axle and are limited to maximum 1" (25.4mm) width. No other materials are allowed. Chassis parts such as pans, brackets, guide tongues, etc., that are made using EDM, laser, or water-cutting techniques are allowed only if they are individual commercially-available components or components of chassis kits (i.e. these techniques may not be used in the private manufacture of one-off components). Materials such as printed circuit boards are not legal. **Each car must have a brass rear bracket consisting of at least three sides (vertical or horizontal), with each connected side having a minimum width or height of at least .200". Under this restriction, a cut-off brass Womp**

piece would be allowed. The motor bracket must support the motor and extend to touch the rear axle tube. The axle tube does not need to travel through the motor bracket. The motor must be screwed to the motor bracket and it can also be soldered in. Floating pin tubes inside another tube are allowed.

- c. **Hinged Movement:** Other than a drop arm, all hinged movements must be oriented in only one direction on any individual chassis. A chassis may have transverse hinges (examples: Iso-fulcrum hinges and plumber hinges) **OR** it may have longitudinal hinges (example: side pan hinges) but the chassis may not have both types. The number of individual hinges is not restricted. Centerline hinges are NOT allowed.
- d. **Front axle:** A single straight, 3/32" (2.38mm) one-piece front axle is required, carrying both front wheels. The axle may be fixed or in a tube. NO hinged front wheel movements are allowed (i.e. no "L" arms). Front wheels may rotate independently.
- e. **Guide:** single guide flag is allowed, centered on the longitudinal axis of the chassis (i.e. no sideways "free float" or offset) **and with a blade no larger than .086" (2.20mm) wide x 1.060" (27.18mm) long.**
- f. **No part of the chassis, motor, gear, or other component may hang below the main chassis rail(s), which may not be bent or bowed vertically for the purpose of lowering the midsection of the frame below the level dictated by the clearance specifications.**

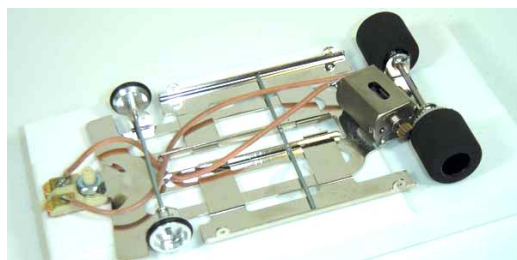
Motor

- a. **Motor types:** May use any one of the following motors, which must remain unopened and unmodified:
 - **Falcon 7**
 - **Pro Slot Euro Mk 1 4002, Sealed** with Chinese arm. May be refurbished by an approved IRRA Refurbishing Center
 - **Pro Slot Euro Mk 1 4002B, Sealed** with American arm. May be refurbished by an approved IRRA refurbishing center
 - **TSR D3**
- b. **Note:** No other motors will be allowed unless approved by the IRRA and added to the approved motor list.
- c. **Exclusion Clause:** Clear violation of the motor-tampering rule will result in permanent exclusion from future IRRA events of any kind. Racers will be required to sign a tech sheet giving permission for the Race Director, at his discretion, to tear their motors down for inspection to prove legality. If a motor is deemed illegal due to unapproved modifications (including, but not limited to, incorrect armature, bushing alterations, magnet shimming, magnet change, timed brush hoods, etc.), the racer will be disqualified from the event and future events until reinstated by IRRA officials. If the motor is legal and can be refurbished, it will be sent to an approved IRRA refurbishing program at no cost to the racer. Non-refurbishable motors found legal will be replaced at no cost to the racer. Racers wishing to have their motor refurbished for continued use can participate in the IRRA Motor Refurbishing Program.
- d. **A motor may not be changed after tech inspection at any time unless it fails during the race. A motor change between heats is NOT allowed unless the motor change was begun during an active heat. Motor changes must be approved and re-inspected by the Tech Director.**

Body: All approved Formula 1 bodies are listed in the "Approved Body Lists" section. All bodies must be representative of pre-1970 cars.

- a. **Body style:** Racers are encouraged to present detailed cars with scale realism. Bodies must be those on the approved body list.
- b. No air-control devices may be added to the bodies. Bodies must be presentably-painted and carry at least three racing numbers, one on each side, and one on the front. **To further clarify this regulation, all bodies must be fully opaque on all sides except for those areas deemed to be windows. Windows can be tinted as they often are on real cars. The term opaque means covered by paint, tape, or other suitable material such that a finger is not visible through the paint or other covering under normal lighting.** No part of the chassis, with the exception of scale-appearing suspension or other cosmetic devices may be seen when looking down on the car from above. Bodies cannot be bent, folded, or shaped in any manner to cover chassis parts. Legal openings, such as air vents, etc. may be cut out. A minimum 1/8" (3.18mm) high front grill/air intake (if present) must remain visible on the trimmed body.
- c. **Cockpit:** All bodies must carry a painted (at least two colors), fully-molded three-dimensional interior comprising a driver (helmet, shoulders, and arms), a steering wheel, and cockpit representation. No paper interiors. Molded-in cockpits are allowed as long as they have dimensional scaling (not flat). If the body does not have a molded-in driver, then the body must be totally cut out so the interior is in full view.

Flexi GT



General Specifications

- a. **Maximum Overall Chassis Width:** 3.25" (82.55mm), measured across any part of the chassis, body, and the front and rear axles.
- b. **Maximum Rear Tire Width:** 0.810" (20.57mm).
- c. **Minimum Rear Tire Diameter:** 0.750" (19.05mm).
- d. **Minimum Front Tire Diameter:** 5/8" (15.88mm). Wheels with O-ring "tires" are allowed.
- e. All tires must be black in color and front tires may be coated.
- f. **Minimum Rear Chassis Clearance:** 0.050" (1.27mm) measured under the chassis and gear. Clearance will be measured with front and rear tires sitting flat on the test block without the guide.
- g. **Minimum Front Chassis Clearance:** 0.015" (0.38mm) measured under the front axle. Clearance will be measured with front and rear tires sitting flat on the test block without the guide.
- h. **Rear Axles:** 3/32" (2.38mm) minimum diameter, solid steel. Hollow axles are not legal. **Axles may only be flattened in the areas where the wheels and gear are secured.**
- i. **Front Axles:** 0.047" (1.19mm) minimum diameter, and one-piece
- j. **Bushings / Bearings:** Oilite/bronze bushings only in the rear. May use eyelet bushings and solder or glue them into the chassis for the front axle.
- k. **Minimum Weight:** 100 grams ready to race.
- l. **Maximum Rear Height:** 1.375" (34.93mm) to the top of the highest point of the rear of the body excluding any add-on spoiler, measured with the car on all four wheels on a block without the guide. **The maximum rear body height with a spoiler is 1.750" (44.45mm) and the spoiler must be in compliance with paragraph b. of the Body section of these rules.** Severe raking of the body for aerodynamic effect is not allowed.
- m. All chassis parts, including the guide flag, must be covered by the unmodified body.
- n. The wheels shall be located in relation to the wheel arches in the body.
- o. **Tires – Rear:** Any commercially-available natural rubber tire, chemically-treated or untreated, on any size, non-drilled hub.
- p. **Drive Gears:** Any drive gear and ratio may be used.

Chassis

- a. Chassis type: any commercially-available 4" (101.6mm) stamped steel 1/24 scale production "Flexi"-type chassis is allowed. May use lightweight replacement pans and center sections from the same manufacturer. **No prototype chassis allowed!**
- b. May solder or glue motor in place.
- c. May add lead weight to the chassis.
- d. May reinforce rear uprights with a brace.
- e. May use a motor brace and may connect to the rear brace.
- f. Pin tubes and lead wire retainers are allowed.
- g. May reinforce guide tongue but the guide hole not be moved or modified.
- h. Guide: single guide flag is allowed, centered on the longitudinal axis of the chassis (i.e. no sideways "free float" or offset) and with a blade **no larger than .086" (2.20mm) wide x 1.060" (27.18mm) long.**
- i. Front axle must pass through the uprights.

Motor

- a. **Motor types:** May use any one of the following motors, which must remain unopened and unmodified:
 - **Falcon 7**
 - **Pro Slot Euro Mk 1 4002, Sealed** with Chinese arm. May be refurbished by an approved IRRA Refurbishing Center
- b. **Note: No other motors will be allowed unless approved by the IRRA and added to the approved motor list.**
- c. **Exclusion Clause:** Clear violation of the motor-tampering rule will result in permanent exclusion from future IRRA events of any kind. Racers will be required to sign a tech sheet giving permission for the Race Director, at his discretion, to tear their motors down for inspection to prove legality. If a motor is deemed illegal due to unapproved modifications (including, but not limited to, incorrect armature, bushing alterations, magnet shimming, magnet change, timed brush hoods, etc.), the racer will be disqualified from the event and future events until reinstated by IRRA officials. If the motor is legal and can be refurbished, it will be sent to an approved IRRA refurbishing program at no cost to the racer. Non-refurbishable motors found legal will be replaced at no cost to the racer. Racers wishing to have their motor refurbished for continued use can participate in the IRRA Motor Refurbishing Program.
- d. **A motor may not be changed after tech inspection at any time unless it fails during the race. A motor change between heats is not allowed unless the motor change was begun during an active heat. Motor changes must be approved and re-inspected by the Tech Director.**

Body: All approved Flexi GT bodies are listed in the “Approved Body Lists” section. All bodies must be representative of pre-1970 cars.

- a. **Body style:** Racers are encouraged to present cars with scale realism. Bodies must be GT type. Front wheel arches must be cut out. Rear wheel arches may be left closed if the original full-size car ran with closed wheel arches. Bodies must be presentably-painted and carry at least three racing numbers, one on each side, and one on the front. **To further clarify this regulation, all bodies must be fully opaque on all sides except for those areas deemed to be windows. Windows can be tinted as they often are on real cars. The term opaque means covered by paint, tape, or other suitable material such that a finger is not visible through the paint or other covering under normal lighting.** No part of the chassis may be seen when looking down on the car from above. Bodies must be mounted flush with the bottom of the pans and cover the entire chassis when viewed from above. Legal openings, such as air vents, etc., may be cut out. There should be a minimum 1/16” (1.59mm) vertical component and/or part of the grill along the front edge of the body unless this element was not on the original car.
- b. **Spoilers and air control:** A single, flat plastic spoiler set at any angle may be added to the rear of the body only. The spoiler’s chord length is limited to a maximum of 1/2” (12.7mm) and must be no wider than the outer edges of the body. No additional bends are allowed except for the one to set the initial angle. No side dams of any type are allowed. Front diaphanes are not allowed. High-mounted wings are allowed if they are used on the original full-size car. Such wings must be securely attached to the body and/or chassis (example: Chaparral 2E/2G/2F).
- c. **Cockpit:** All bodies must carry a separate, painted (at least two colors), three-dimensional interior comprising a driver (helmet, shoulders, and arms), a steering wheel, and cockpit representation. No paper interiors.

General Race Rules

Entry Fee

- The entry fee amount will be determined by the Race Committee in concert with the raceway owner and will be announced in advance of the event.
- Every effort will be made to include track time in this fee. If that is not possible, then an announcement will be made as to the cost of track time or “pit pass”.

Tech Inspection

- The starting and closing times for tech inspection will be announced by the Tech Director prior to the event.
- Any driver whose car is not teched in by the close of tech inspection will not race in that class.
- All cars will be impounded after tech inspection and cannot be touched or worked on until the Tech Director distributes them immediately before the beginning of each race.
- Any driver found working on his car during the impound period will be disqualified.
- The Race Director, at his discretion, may perform a second technical inspection after the race is completed.

Track Condition

Drivers are prohibited from gluing the track before or during any races. The race committee and the track owner will ensure the tracks are properly set-up on race day.

Race Format

- Qualifying will not be held at IRRA races. Top Qualifier for each class run will be awarded to the driver setting the fastest lap during the race.
- Races will be conducted using a round-robin format.
- At any race event, the number of mains to be run in each class will be determined by the number of entrants in that class.
- Lane selection for each main will be determined by random selection or draw.
- Results in each class will be based overall laps/sections totals.
- All heats will be 3 minutes in length.
- The length of the break between heats will normally be 2 minutes, although this may be increased by the Race Committee in consideration of the facility layout at the particular event’s raceway.
- All drivers are required to utilize Lane Change Cards to mark the stopping position of their cars at the end of each heat. Drivers who fail to use Lane Change Cards as required will have their cars moved to start the next heat from a position immediately past the lap counter’s dead strip.

Black Flag

- Any car suffering damage that makes it a hazard to other drivers, due to constant de-slotting, or that is damaged in a manner making it illegal under IRRA rules (such as a loss of part of the body, loss of interior, or dragging on the track surface) will be Black Flagged.
- A car that is Black Flagged must be immediately removed from the track until proper repairs are made. Failure to comply with a Black Flag will result in the driver’s disqualification from the race.

Conduct

- The Race Director, at his sole discretion, will issue a warning to a driver exhibiting unsportsmanlike conduct. A second offense will cause the driver to suffer a 10-lap penalty. A third offense will result in the driver’s disqualification from the race.

Marshalling

- All entrants are expected to marshal and/or to assist the Race Director if unable to marshal due to physical or medical reasons.
- Any driver failing or refusing to marshal as directed in a class in which he is competing will receive a 5-lap penalty for his race in that class.

Track Calls

- Track calls will be permitted **ONLY** under the following conditions:
 - An unmarshalled car in the straight in front of the Drivers, or on an inaccessible part of the racing surface, etc.
 - An unmarshalled car under a bridge or on the floor in an inaccessible location. A car on the floor is NOT automatically a track call.
 - A car landing in another racer's lane, i.e. a "rider".

Note: the situation where a marshal has more than one car to re-slot is NOT a track call.
- When a track call is made, the Race Director may, at his discretion, ask the driver calling "track" his reason for doing so. If the Race Director determines the track call to have been unwarranted and/or in violation of the rules, the driver's car will be moved to a position immediately past the lap counter's dead strip before racing is resumed.

Missed Laps

- Mid-race lap total adjustment will be made at the discretion of the Race Director, as each track and lap counting system is different. Race officials will review the missed laps adjustment policy at each event and communicate it to the racers.