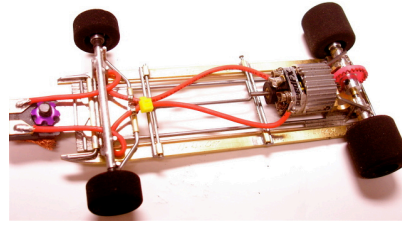


IRRA[®]

International Retro Racing Association

Formula 1 Rules



A. Simplified Specification Reference

- **Total Weight** = 100 grams minimum
- **Chassis Width** = 1.625" maximum
- **Body Width** = 1.685" excluding front wings if present
- **Minimum Wheelbase** = 3.875"
- **Maximum Wheelbase** = 4.250"
- **Body Thickness** = .010" with .007" minimum on sides
- **Track Width, F & R** = 3.250"
- **Chassis Clearance, F & R** = .015" / .040" minimum. .050" minimum may apply for designated events
- **Front Tire Diameter** = .750" minimum
- **Front Tire Width** = .375" minimum
- **Rear Tire Diameter** = .790" minimum. .812" may apply for designated events
- **Rear Tire Width** = .810" maximum
- **Motor Type** = PS4002B, PS4002B-B, Topline or JK Falcon 7, JK Retro Hawk, TSR D3, Slick 7
- **Body Height, Lotus 49 style** = 1.375" maximum
- **Front Wings, Lotus 49 style** = 2.875" maximum width across front wings
- **Body Height, all others** = 1.125" maximum
- **Front Grille** = .125" (1/8")
- **Driver Figure / Interior** = Fully molded, minimum two-color, presentably / realistically painted, no paper interiors

B. General Specifications

1. **Maximum Overall Car Width:** 3.25" (82.55mm), measured across front and rear axles.
2. **Maximum Body Width:** 1.685" excluding front wings as on the Lotus 49 and similar bodies.
3. **Maximum Rear Tire Width:** 0.810" (20.57mm).
4. **Minimum Rear Tire Diameter:** .790" across the full width of the tire. .812" may be required along with .050" rear clearance at designated events.
5. **Minimum Front Tire Width:** 0.375" (9.53mm).

5a. Wheels with O-ring "tires" are prohibited.

5b. The front tire contact patch must touch the track across the full width of the tire (i.e. no coning/angling or knife-edging is allowed).

5c. Tire edges may be rounded to a maximum 1/16" radius.

6. **Minimum Front Tire Diameter:** 0.750" (19.05mm) across the full width of the tire.
7. **Minimum Wheelbase:** 3.875" (98.43mm).
8. **Maximum Wheelbase:** 4.250" (107.95mm).
9. **Minimum Rear Chassis Clearance:** 0.040" (1.27mm).
 - 9a. If .812" diameter rear tires are required, minimum rear clearance will be 0.050".
 - 9b. Clearance will be measured with front and rear tires sitting flat on the test block with the guide unsupported.
 - 9c. The entire motor bracket, gear, and all parts of the chassis (including pans) aft of the motor mounting face of the bracket must meet this clearance.
10. **Minimum Front Chassis Clearance:** 0.015" (0.38mm)
 - 10a. This will be measured at the most forward part of the chassis.
 - 10b. Clearance will be measured with front and rear tires sitting flat on the test block with the guide unsupported.
11. **Maximum Chassis Width:** 1.625" (41.28mm), excluding axle tubes and axles.
12. **Axles (Front & Rear):** 3/32" (2.38mm) minimum diameter, one-piece, solid steel.
 - 12a. Hollow axles are not allowed.
 - 12b. Axles may only be flattened in the areas where the wheels and gear are secured.
13. **Bushings/Bearings:** Oilite/bronze bushings or ball bearings may be used in the front and/or the rear.
14. **Minimum Weight:** 100 grams ready to race.
15. **Drive Type:** Inline drive only, with the motor shaft at 90° to the rear axle.

14a. The armature shaft of the motor must be located on the longitudinal center line of the chassis, i.e. offset motors are not permitted.

16. **Drive Gears:** Any drive gear and ratio may be used. Crown gears must be commercially available and the only modifications allowed (other than making your own sleeve) are sanding of the diameter of the gear and heating/burning it in for a smoother gear mesh. Disallowed modifications would include, but are not limited to, lightening, drilling, reversing the gear on the hub, repositioning the set screw hole, changing or reconfiguring the hub, and/or any other changes to the gear's size or appearance as compared to the stock production gear.
17. **Maximum Front Axle Play:** 0.125" (3.18mm), as part of the maximum front track width.
18. **Tires – Rear:** Any commercially-available black natural rubber tire, chemically-treated or untreated, on any size hub.
- 18a. Speed rubber is prohibited.
- 18b. Tires may not be changed during a race. Should a racer encounter a damaged tire/wheel (stripped screw, bent hub, or chunked tire), the racer will be afforded the opportunity to make the repair under the green and present the car to the tech inspector at the end of the heat for checking before the racer will be allowed to continue.
- 18c. For races where there is a move-up from one main to another, tires can be changed and the car will go through a full tech inspection.
- 18d. Those racers making a move-up from one main to another and not choosing to change tires will still be subject to tech inspection for legal tire diameter and chassis clearance.
19. **Tires – Front:** Must be made of two pieces, i.e. a wheel and a tire.
- 19a. Front wheels may be made of any material and can have any size hub (as long as the front wheel and tire dimensions listed elsewhere in these rules are observed).
- 19b. Front tires must be glued to the wheels and be made of black rubber; only SBR, Wonder, and natural rubber type materials are acceptable. Tires made from, or coated with, silicone, urethane, or other similar compounds, may not be used.
- 19c. Front tires may be coated with cyanoacrylate adhesive ("Super Glue") or nail polish.
- 19d. Tires may be cleaned during the race, in between heats, and during lane changes. Racers and their pit crews may **only** clean tires using the supplied cleaner (lighter fluid/naphtha)

provided by the hosting raceway/race director/series director. The approved cleaner and supplied rag(s) that will be placed in a designated area prior to the race and tires must be cleaned in that designated area **only**.

19e. Any racer transferring tire cleaner to the track surface will be disqualified.

19f. Tire treatments such as Zip Grip, Sticky Fingers, or any other tire treatment may only be applied before the car is teched-in. No treatments will be allowed at any time after tech. The rear tires must be dry when the car is presented at tech.

19g. Any racer or pit crew found applying tire treatments after tech, or cleaning tires with anything other than the supplied cleaner and rags, will result in racer disqualification.

C. Chassis

1. **Chassis Type:** Any personally-built or commercially-available scratchbuilt chassis in kit form or built conforming to these specifications is allowed.
2. **Chassis Materials:** Brass: sheet, rod, and tube; Bronze: rod; Steel: wire, pin tubing, and commercial guide tongues are allowed. 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.
3. **Chassis Construction:**
 - 3a. Each car must have a one-piece 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".
 - 3b. The motor bracket must support the motor and extend to touch the rear axle tube.
 - 3c. The axle tube does not need to pass through the motor bracket.
 - 3d. The motor can be screwed to the motor bracket and/or can also be soldered in place.
 - 3e. Floating pin tubes inside another tube are allowed.
 - 3f. Pieces of steel used for guide tongues are limited to a maximum 1" (25.4mm) total width and 1.50" (38.1mm) total length. Steel tongues cut from the flexi and wing car chassis are not considered "commercial guide tongues" and are no longer allowed. All legal steel tongues must

be purpose built as steel tongues and meet all IRRA[®] measurement specifications.

3g. The joining of brass sheet, plate, or strip parts via tab and slot or "keyed" construction is not permitted.

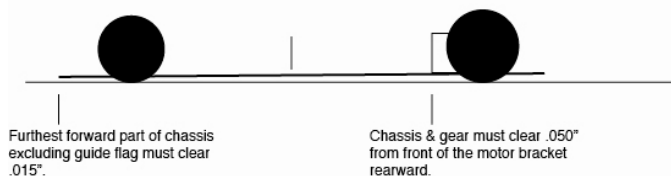
3h. Main chassis rails constructed of round steel or brass wire maybe ground or sanded flat on the bottom, but no more than 20% of the rail diameter may be removed.

3i. Wire or tubing rails must connect the front and rear sections of the chassis. Using metal strip for this purpose is permitted. A rail is defined as that which connects the motor bracket to the front of the chassis.

3j. The bottom surface of the whole chassis (including the motor, but excluding the motor seal and guide flag) must be flat and straight in all directions, with no bowing or drooping of any parts below the plane defined by the front and rear clearance specifications. This will be checked by applying a straight edge to the underside of the car both across the frame and along the length of the frame.

No part of chassis including pans, hinges, main rails, nose piece, motor (excluding seal), etc may extend below the plain created by the .015"-.050" tech points.

Tape is not allowed on bottom of chassis at any point.



4. **Hinged Movements:** Other than a drop arm, all hinged movements must be oriented in only one direction on any individual chassis.

4a. 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.

4b. The number of individual hinges is not restricted.

4c. Centerline hinges are **not** allowed.

5. **Front axle:** A single straight, 3/32" (2.38mm) minimum diameter, 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.

6. **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.

7. **Tape/Lead:** Lead weight may be added to a chassis but may only be affixed to the top side of the chassis. Strapping or other tape to control or restrict movements is allowed but may only be affixed to the top side of the chassis.

7a. Taping a damaged body to a pan to finish a heat is permitted. The body must be repaired, and the tape removed, before the start of the next heat of racing. Otherwise, the prohibition against the use of tape of any kind on the bottom of the chassis remains in place.

D. Motor

1. **Motor types:** May use any one of the following motors, which must remain unopened and unmodified.

- **Pro Slot Euro Mk 1 4002B and 4002B-B**, sealed, with American arm, with bushing or ball bearing in can. May be refurbished by an approved IRRA[®] Service center
- **Topline or JK Falcon 7**
- **JK Retro Hawk FK**
- **TSR D3**
- **Slick 7 Mini Brute**

Note: No other motors will be allowed unless approved by the IRRA[®] and added to the approved motor list. **Please refer to the Motor Rules page for more information on motors.**

2. At designated large IRRA[®] scheduled races, the track owner may elect to utilize a hand-out motor system, using one of the approved motors. This will be announced well in advance and ample time will be allowed on the day of the race for the racer to obtain the motor and install it. If a race for this class is conducted using handout motors then the racer must use the motor(s) assigned to him/her.

3. **Exclusion Clause:** Clear violation of the motor-tampering rule will result in permanent exclusion from future IRRA[®] events of any kind.

3a. 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.

3b. 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.

3c. 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.

3d. Racers wishing to have their motor refurbished for continued use can participate in the IRRA[®] Motor Refurbishing Program.

4. A motor may not be changed after tech inspection or during a race except as follows:
 - 4a. For those races where there is a move-up from one main to another, motors can be changed and the car will go through a full tech inspection.
 - 4b. Should a racer's hand-out motor fail during the qualifying run or the warm-up, the racer will be given the opportunity to change to another hand-out motor without penalty, if a second hand-out motor purchased by the racer is available.

E. Body

1. All approved Formula 1 bodies are listed in the Approved Body Lists section. All bodies must be representative of pre-1970 Formula 1 cars.
 - 1a. Bodies may not be any less than .007" thick on the sides. Any body found to be flimsy or a detriment to marshaling will need to be corrected by the racer. Tape or body armor may be used to achieve the desired side thickness.
2. **Body style:** Racers are encouraged to present cars with scale realism. Bodies must be those on the Approved Body List.
 - 2a. No air-control devices may be added to the bodies
 - 2b. 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 may be tinted. 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.
 - 2c. 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 and scale-appearing suspension or other cosmetic devices are allowed. The chassis can be visible through or on the sides of the rear sections of the body only if the full-size car was open in that area. For example, flat areas between the exhaust pipes may be left clear (but not removed), and chassis parts may be visible on the sides of bodies where the exhaust pipes gather in the center over the gear area. Chassis

visible from the top via a legal opening, such as the front or rear axle area, are permissible in this class, providing no part, other than the axles and/or axle tubes, exceeds the maximum 1.625" chassis width.

2d. Legal openings, such as air vents, etc., may be cut out.

2e. A minimum 1/8" (3.18mm) high front grille/air intake (if present) must remain visible on the trimmed body.

2f. F1 bodies may not be "wedged" or "raked" and must be mounted as level as possible. Width across front wings (where present) must be no wider than 2.875".

2g. All bodies with ducktail type rears (i.e. Lotus 49/49B) cannot exceed 1.375" in height at the highest point. All other F1 bodies cannot exceed 1.125" in height at the highest point.

2h. Area of body behind rear wheel wells must not project below the center of rear axle.

3. **Cockpit:** All bodies must contain a painted (at least two colors), fully-molded, three-dimensional interior comprising a driver (helmet, shoulders, and arms), a steering wheel, and cockpit representation. An interior may be mounted in any manner as long as it fully covers the chassis when viewed from above. Interiors are to be mounted with the driver facing in the proper direction
 - 3a. Molded-in cockpits are allowed as long as they have dimensional scaling (not flat).
 - 3b. Interiors must be presentably painted and realistically detailed
 - 3c. No paper interiors.
- 3d. If a Formula 1 body does not have a molded-in driver, then the body must be totally cut out so the interior is in full view.