



*International Retro Racing Association*

## Mission and General Rules

### 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.

These rules were developed after a careful review of all regional Retro style rule 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.

Announcements and the latest rules updates and decisions will be posted on the [IRRA® website](#).

**Please note that anyone running any of the classes defined in these rules who chooses to establish or include alternative rules is prohibited from advertising that the class(es) is being run under IRRA® rules unless the rules are used *exactly* as defined.**

### General Rules

#### Allowable Use of the IRRA® Trademark

- The IRRA® logo is a trademark of the International Retro Racers Association and may not be used without express written permission.
- IRRA® is a rules-making body only and does not sanction, approve, sponsor, or hold slot racing

events. For this reason, the trademark IRRA® **may not** be used in the names of races, i.e. the Mid-Alaska IRRA® Moose Maul or the Golden Grain IRRA® Nats.

- The IRRA® trademark and logo may be used specify the rule set being enforced at a slot racing event, i.e. the Noose 500 Retro Can-Am run under IRRA® rules, the Cheater Crash-O-Rama for IRRA® Can-Am Cars, or IRRA® style Can-Am racing every Friday night.

#### Allowable Use of the IRRA® Rules

Permission to use and publish the copyrighted IRRA® rules is granted if and only if the rules are unchanged and unmodified in any manner. The notice of "Copyright IRRA®" also must be included.

### IRRA® Board of Directors

Joe Neumeister - *Body & Tech chairs*

Mike McMasters - *Competition & Co-Component chairs*

Tony Pryzbilowicz (Tony P) - *Motor & Co-Chassis chairs*

Mike Swiss - *Co-Component & Co-Chassis chairs*

Greg Wells - *Sergeant at Arms & Marketing chair*

- Samples of any new items for use under IRRA® rules (such as motors and bodies) must be sent to the appropriate committee chair for further review by the board and committee members. Items must be available to raceways from the manufacturer, through the manufacturer's distribution system, or via the normal distributor network.
- Any part, material, technique, or rules interpretation not specifically allowed under IRRA® rules is not legal and is prohibited! IRRA® officials reserve the right during technical inspection to disallow any car that does not meet the letter and/or intent of the rules.

#### Tier Grouping

The various classes within IRRA® have been divided into two tier groups to guide race organizers in selecting the classes to run, especially at large events.

**Tier 1 Classes** – to be run at all large events (these are the IRRA® Premier classes)

- Can-Am
- Formula 1
- GT Coupe-Pro

**Tier 2 Classes** – to be selected by the race organizers as additional classes

- GT Coupe-FK
  - Retro Stock Car
  - Can-Am Plus
- A "GTC-Pro Only" list will be maintained and published by IRRA® stipulating which racers will **not** be permitted to run in the GTC-FK Class at IRRA® Premier and other large events, based on the racers' previous performances at past events. Please refer to the [IRRA® website](#) or the IRRA® forum at [slotblog.net](#) for the "GTC-Pro Only" drivers list.
  - Racers not on the GTC-Pro list can only enter the GTC-FK Class event.
  - If a racer wins the GTC-FK class at a Premier event then that racer will be added to the list and can **only** race in the GTC-Pro Class at future Premier events.

#### **Hand-out Motors**

- At designated large scheduled races using IRRA® rules, the track owner/Race Director 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 and install his hand-out motor. If a race for this class is conducted using hand-out motors then the racer must use only the hand-out motor(s) assigned to him/her.
- Should a racer's hand-out motor fail during the qualifying run or 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, and will be seeded with no qualifying time recorded.

#### **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.
- The Race Director and/or the Tech Director, at their sole discretion, may disallow any chassis deemed potentially to be unsafe to the marshals and spectators.

#### **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. Glue boards are not allowed.

#### **Tire Cleaning and other Fluids**

- 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.
- Any racer transferring tire cleaner to the track surface will be disqualified.
- 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.
- 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.
- Racers cannot leave any residue on the track from either braid juice or oiling of the car. Braid juice is to be used sparingly on the car's braid and is not allowed to be placed on the track's braid. Racers should not oil their cars over the track's surface or use excess amounts that can leave a residual amount on the track's surface.

#### **Race Formats**

- All heats will be a minimum of 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.

### Option A – 11 or less entrants

- Applies when there are 11 or less entrants
- Qualifying is optional.
- If qualifying held, lane choices selected in order of fastest qualifier to slowest qualifier with appropriate sit-outs allowed if following a round-robin format.

### Option B – A, B, C Mains with Move-ups

- Qualifying is held.
- Mains are determined by qualifying order with 6 sit-outs spots for each Main allowing for 2 move-up from a lower Main, with the last Main being the remaining racers.
- Lane selection for each Main will be determined qualifying order.

### Option C – Main seeding from A and B Semis

- Qualifying is held.
- Seed top 8 into two Semis, using format 1, 3, 5, 7 in the A Semi and 2, 4, 6, 8 in the B Semi.
- Seed remaining qualifiers into Consis using the same format.
- Top finishers from Consis move into the A and B Semis.
- Top 4 finishers from each Semi move into the Main.

### Option D – Equally-Distributed Mains

- Qualifying is optional.
- If qualifying is held, seeding the Mains will be by qualifying order, equally dividing the field of entrants.
- If qualifying is held, lane choices selected in order of fastest qualifier to slowest qualifier with appropriate sit-outs allowed following a round-robin format if more than 8 racers per Main.
- Alternatively, if qualifying is held, top 8 seeded into A Main, with remaining qualifiers equally distributed into Semis.
- If qualifying is not held, then the seeding of Mains and lane designations will be done randomly.
- In all cases, results will be based overall laps/sections totals.

### 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<sup>®</sup> rules (such as a loss of part of the body, interior, and wheels, 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.

### 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 ten-lap penalty. A third offense will result in the driver's disqualification from the race.

### Marshaling

- 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 five-lap penalty in that class.

### Track Calls

- Track calls will be permitted **only** under the following conditions:
  - an unmarshalable car in the straight in front of the drivers, or on an inaccessible part of the racing surface.
  - an unmarshalable 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 turn 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 clearly communicate it to the racers.

### Photographs

- Racers entering IRRA<sup>®</sup> events must grant the IRRA<sup>®</sup> the right to photograph all cars (including the chassis), and to publish such photos for the benefit of fellow racers, the betterment of the hobby, and the promotion of IRRA<sup>®</sup> racing.