



2012 Sporting Regulations Season II

Ver 2.01 (06-09-12)

A. DEFINITIONS

Event Definitions

a.1. The 80 Minutes Du Mans is a multi-class closed wheel R/C racing series joining clubs from around the world to 'virtually' race together on the same tracks in the same series.

a.2. Two classes of car compete at the same time for overall position and for place within their respective classes.

a.2. A season shall consist of five race meetings of two rounds each, the first clockwise and the second anti-clockwise, over a five month period for a total of 10 races. Each race shall be 8 minutes in duration for a total of 80 minutes in a season.

a.4. A race may be run at any time, but the results must be sent in by the end of its scheduled month and will not be processed or posted until that time (f.6).

a.5. Points scored in each round count toward the overall Driver's Championship, Class Championships, and Club Championship.

Eligible Cars

a.6. Any homologated 1:28-1:24 scale car. The classes are Le Mans Prototype (LMP) and Grand Touring Sport (GTS) (Sec E).

Circuit

a.7. Circuits shall be built from three (3) *RCP Tracks* "Wide L" kits, traction side up (rough), exactly as diagrammed and on a flat surface. Nothing may be done to alter the track surface or side rails beyond cleaning.

a.8. The start grid tiles are not required to be moved for the anti-clockwise round. Drivers may simply mirror the positions when lining up.

ISRL Director of Competition

a.9. The series shall be managed by the ISRL Director of Competition (f.1).

Steward of the Meeting

a.10. Each club shall have a designated Steward to manage events locally by overseeing cars, equipment, track, and race procedure conform to the regulations (f.3).

B. PRE-RACE

Scrutineering

b.1. Cars must be provided upon request to the Steward for Scrutineering before or after a race.

b.2. A car failing pre-race scrutineering may be made legal without penalty. A car found to be illegal post-race shall be excluded from the results of that race.

Qualifying

b.3. Clubs may use any method to decide the race grid order (c.7). Classes may be mixed or run separately in both qualifying (Heats) and the official race (Mains).

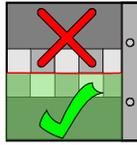
C. RACE

Duration and Direction

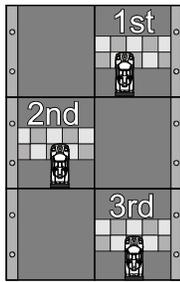
c.1. Each race shall be eight (8) minutes in duration. Time begins on the start signal for all cars simultaneously. The race ends for each car upon crossing the finish line after the eight minutes has expired.

Starting Grid

c.2 Cars grid in a staggered formation following the start grid pattern on track.



A car may be anywhere inside the designated tile with no part extending forward of the tile's center line.



c.3. A driver may elect to drop back any number of grid places, or even a lower Main, thus elevating the other cars forward.

c.4. The race shall begin from a standing start.

Jumped Start

c.5. If a car begins rolling early and the driver is unable to return to a legal position before the start signal, the start is waived-off. The offending car is moved to the back of the grid, leaving the previous grid spot empty, and the race re-started.

Field Size and Mains

c.6. A minimum of three (3) cars must start a race. If retirements after the start drop the field below three, the race remains legal. However, retirements must be for a legitimate problem, not just to clear the track for the remaining drivers.

c.7. If more than three cars are entered, a race may be broken up into multiple “Mains” of three or more cars to prevent an overcrowded track. Each Main is eight minutes (c.1.) and scored equally so it makes no points difference into which Main a driver is entered.

Bumps-ups

c.8. If the entrants are not divisible by three, a “bump-up” system may be used to limit the cars on track to no more than three.

c.9. After a Main the leading driver(s) discard their result and “bump-up” to the next Main. The remaining driver(s) keep their official results and are done with that round.

c.10. The finish position(s) to bump-up (1st, or 1st and 2nd), must be agreed upon prior to the race and may not be altered. Even if a driver's official result in a later Main is slower, that new result is the one that must stand.

	Main C	Main B	Main A	Final Results
1st	"John" 92 8:03.12	"Rich" 93 8:05.16	"Dusty" 98 8:02.05	1st "Dusty" 98 8:02.05
2nd	"Bill" 92 8:04.08	"John" 93 8:07.06	"Kurt" 97 8:03.15	2nd "Kurt" 97 8:03.15
3rd	"Dave" 86 8:00.01	"Don" 90 8:10.13	"Rich" 72 8:07.17	3rd "John" 93 8:07.06 4th "Bill" 92 8:04.08 5th "Don" 90 8:10.13 6th "Dave" 86 8:00.01 7th "Rich" 72 8:07.17

Field Fillers

c.11. If three legal cars are not available, non-legal cars may race to fill the field. Unofficial cars are not scored, but the drivers must truly race and not just roll around out of the way.

Official Race and Restarts

c.12. A race becomes official upon the start signal and may not be re-run except in extraordinary circumstances such as lap counter failure or an emergency involving an active driver.

c.13. Mechanical failure, radio problems, or distractions such as phones, visitors, or free-range kids do not qualify to re-run a race.

Cars and Equipment

c.14. A car must have a body attached throughout the race. A body fully detached must be reattached as soon as possible.

c.15. A race must be completed with the same chassis-body combination that took the start signal. Any other parts may be changed during the race by pitting.

c.16. Any changes to a car during a race must pass post-race scrutineering.

D. CLASSIFICATION

Points

d.1. Points are awarded to drivers by finish position and accumulate toward the various Championships (d.10).

d.2. Points from all drivers within a club accumulate together toward the Club Championship (d.14).

d.3. Club Championship points are scored each race equal to the average of that club's drivers' scores. (i.e. three drivers score 50, 30, and 20 points. $100/3=33.33$ Club Championship points).

Tables

d.4. The gap between points increases in blocks of 10 places, with larger gaps at the podium. Drivers placing 84th and below receive 1pt.

1st	200	
2 nd	180	(-20pts)
3 rd	170	(-10pts)
4 th	165	(-5pts 4 th -10 th)
10 th	135	
11 th	131	(-4pts 11 th -20 th)
20 th	95	
21 st	92	(-3pts 21 st - 30 th)
30 th	65	
31 st	63	(-2pts 31 st -40 th)
40 th	45	
41 st	44	(-1pt 41 st -83 rd)
84 th +	1	(84 th and below = 1pt)

Drops

d.5. Each driver shall have his lowest two scores of the season discarded. The scores discarded are revised each month after the first.

d.6. Drops are not applied to the Club Championship points.

Ties

d.7. Individual race ties are broken in order:

- Fastest lap in that race
- Most Class wins (including that race)
- Higher overall previous month's standings
- First results submitted

d.8. Driver Championship ties are broken in order:

- Most Class wins
- Higher overall previous month's standings
- Higher ranked driver in the ACW race

d.9. Club Championship ties are broken in favor of the club with the higher overall ranking driver after calculating the current Driver's Championship standings.

Championship Titles

d.10. At the end of the season championship titles shall be awarded by accumulated points.

d.11. The driver with the most points among all competitors shall be named "80 Minutes Du Mans World Champion".

d.12. The driver with the most points among the LMP class competitors shall be named "80 Minutes Du Mans LMP Class Champion".

d.13. The driver with the most points among the GTS class competitors shall be named "80 Minutes Du Mans GTS Class Champion".

d.14. The club with the most Club Championship points shall be named "80 Minutes Du Mans Club World Champion".

E. HOMOLOGATION

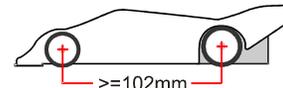
Le Mans Prototype (LMP) *****

e.1. The LMP category is a Modified Class for long wheel base vehicles similar to the classic "Group C" cars of Le Mans fame.

Chassis

e.2. Any 1:28-1:24 scale chassis, including carbon fiber kits. AWD vehicles may be altered to run as FWD or RWD.

e.3. The wheel base (front wheel nut to rear wheel nut) shall be 102mm or greater.



e.4. Chassis may be modified freely.

Body

e.5. 1:28-1:24 scale of any material. The body must form a reasonably complete shell around the chassis, whole panels may not be removed. Rear panel clearance may be a maximum of 20mm above the ground.

e.6. Windows, if included, must be installed. Wings or spoilers are limited to a 'scale like' size.

e.7. Anti-rail-snagging bumpers may be added but must be fixed. No moving parts.

Electronics

e.8. Any control board.

Motor

e.10. Any 130 class brush motor.

Batteries

e.11. Any NiCd or NiMh AAA size batteries in a 4 cell arrangement.

Tyres

e.12. Any rubber tyre.

e.13. The front traction patch may be no wider than 9mm. The rear traction patch may be no wider than 12mm.

e.14. Wheels and tyres must fit entirely within the body.

e.15. No traction compounds. 70% alcohol or water for cleaning.

Weight

e.16. Cars must weigh a minimum of 125g race-ready without batteries installed.

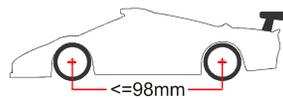
Grand Touring Sport (GTS) *****

e.17. The GTS category is a Stock Class for sports cars. These cars have restricted motors but may be lighter to better compete with the LMPs.

Chassis

e.18. Any 1:28-1:24 scale polystyrene chassis. AWD vehicles may be altered to run as FWD or RWD.

e.19. The wheel base (front wheel nut to rear wheel nut) shall be 98mm or less.



e.20. Chassis may be modified freely.

Body

e.21. 1:28-1:24 scale polystyrene. The body must form a reasonably complete shell around the chassis. Whole panels may not be removed. Rear panel clearance may be a maximum of 20mm above the ground.

e.22. Windows, if included, must be installed. Wings or spoilers are limited to a 'scale like' size.

e.23. Anti-rail-snagging bumpers may be added but must be fixed. No moving parts.

Electronics

e.24. Any control board.

Motor

e.25. Any 130 class 'stock' brush motor of 70 turn or greater.

Batteries

e.26. Any NiCd or NiMh AAA size batteries in a 4 cell arrangement.

Tyres

e.27. Any rubber tyre.

e.28. The front traction patch may be no wider than 8.5mm. The rear traction patch may be no wider than 11mm.

e.29. Wheels and tyres must fit entirely within the body.

e.30. No traction compounds. 70% alcohol or water for cleaning.

Weight

e.31. No weight limit.

F. OFFICERS AND DUTIES

ISRL Director of Competition

f.1. The Competition Director is the head of the ISRL organization and shall be responsible for series regulations, communications and management.

f.2. The Competition Director shall have final say on regulation questions or disputes.

Steward of the Meeting

f.3. Stewards shall be the race director at the club level, responsible for managing the series within the club and communications with the ISRL.

f.4. Stewards shall exercise discretion in interpreting the regulations to keep the competitors within the spirit of the competition. His decisions within the club are final.

f.5. The Steward may at his discretion exclude a driver from any or all results for extreme or persistent unsporting, offensive or violent behavior.

Results Posting

f.6. The Steward shall send his club's results to the ISRL Director no later than the first of the month, 10:00am Mountain Standard Time.

f.7. Results sent after this time may be excluded.

f.8. The ISRL Director shall process all the results and post them to the website after the first of the month.

The Fuzzy Edges

f.9. If something is not specified herein, that does not make it legal.