



2018 Sporting Regulations Ver 8.0 (12-05-17)

A. DEFINITIONS

Event Definitions

a.1. The ISRL Grand Prix is a multi-class racing series joining clubs from around the world to 'virtually' race together on the same circuit in the same series.

a.2. There are four championships in contention: STK Class, MOD Class, Overall and Club.

a.3. Two classes of car compete in separate categories: Stock (STK) and Modified (MOD). A driver may compete in one or both classes.

a.4. Each class scores points within its own Class Championship. The sum of a driver's points from both classes determine his standing in the Overall Series Championship. The average of all points scored within a club add toward the Club Championship standings.

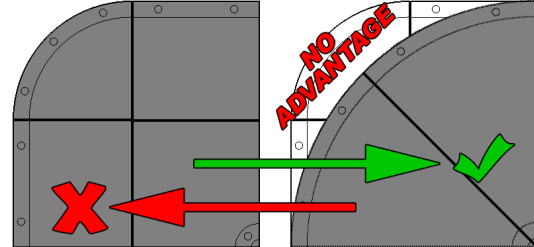
a.5. A season shall consist of five race meetings. Each meeting shall run a clockwise and anti-clockwise race for each class. Each race shall be 5 minutes in duration.

a.6. A season shall run between Feb-Nov, with one race meeting scheduled each two month interval. A race may be run at any time, but the results must be sent in by the end of its scheduled interval and will not be processed or posted until that time (f.6). Race#1 Feb-Mar #2 Apr-May, #3 Jun-Jul, #4 Aug-Sep, #5 Oct-Nov.

Track Definitions

a.7. The circuits shall be built from RCP Tracks 30cm "Mini-96" tiles, rough or smooth side up, exactly as diagrammed.

a.8. Exceptions: The start line may be located anywhere to accommodate the timing loop. Different tiles may be substituted so long as they do not create an advantage. Examples: 1x Quick Mini-Straight replaces 4x Straights tiles, or a Quick Mini-45 in place of a 4-tile corner.



a.9. Nothing may be done to alter the track surface or side rails beyond regular cleaning and repairs.

Eligible Cars

a.10. Any homologated 1:28-1:24 scale car. See Sec E for further definitions.

ISRL Director of Competition

a.11. The ISRL series shall be managed by the ISRL Director of Competition (f.1).

Steward of the Meeting

a.12. 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 grid order and Mains placement for the races (c.3/6).

C. RACE

Duration and Direction

c.1. Each race shall be five (5) minutes in duration. Time begins on the start signal for all cars. The race ends for each car upon crossing the finish line after the five minutes has expired.

c.2. Classes may be run separately or mixed, but each car must get to run a clockwise race and anti-clockwise race for its class points.

Starting Grid

c.3 Cars may grid anywhere on the track that best accommodates all cars for a clean start, and in any pattern per club rules. A staggered formation separated by a one tile gap is recommended.

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 his start 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 five minutes (c.1.) and scored equally so it makes no points difference into which Main a driver is entered.

Bumps-ups

c.8. A “bump-up” system may be employed to limit Mains to no more than three cars each.

c.9. Which finishing position(s) will bump up to the next higher Main must be agreed upon before the race. The results for drivers bumping up must be discarded. Their later results, better or worse, must be their official results.

Field Fillers

c.10. 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.11. 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.

c.12. 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.13. A car must have a body attached throughout the race. A body fully detached must be immediately reattached within one full lap. A driver may pass the start line recording a lap to bring the car around for repair, even if on the last lap.

c.14. 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.15. 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 within their class for each CW and ACW race, and accumulate toward that Class Championship (d.11).

d.2. The driver setting the fastest Class lap in a race among all drivers receives 5 bonus points. Fast lap ties are broken in favor of the driver with the most wins. If still tied the bonus goes to the higher ranked class driver in the previous month.

d.3 The sum of a driver's points from both classes are his Overall Championship points.

d.4. STK and MOD points from all drivers in a club accumulate together toward their club's Club Championship points.

d.5. 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.6. Finish order points:

1 st	80	9 th	25	17 th	06
2 nd	60	10 th	22	18 th	05
3 rd	50	11 th	19	19 th	04
4 th	45	12 th	16	20 th	03
5 th	40	13 th	14	21 st	02
6 th	36	14 th	12	22 ^{nd+}	01
7 th	32	15 th	10		
8 th	28	16 th	08		

Bonus Points: Fastest Lap = 5pts

Ties

d.7. Individual race ties are broken in favor of the driver with the most wins in that class.

- If still tied the position goes to the higher ranked driver in the previous month's class standings.

- If no ranking has yet been classified the position goes to the first results submitted.

d.8. Class Championship ties are broken in favor of the driver with the most wins in that class.

- If still tied the position goes to the higher ranked driver in the previous month's class standings.

- If still tied the position goes to the highest finishing driver in the last race.

d.9. Overall Championship ties are broken in favor of the driver with the most combined wins from both classes.

- If still tied the position goes to the higher ranked driver in the previous month's Overall standings.

- If still tied the position goes to the highest finishing driver in the last race.

d.10. Club Championship ties are broken in favor of the club with the higher Overall ranking driver after calculating the current Overall standings.

Championship Titles

d.11. At the end of the season championship titles shall be awarded by accumulated points.

d.12. The driver with the most Overall points shall be named the "ISRL Grand Prix Overall Champion".

d.13. The driver with the most points in MOD class shall be named the "ISRL Grand Prix MOD Class Champion".

d.14. The driver with the most points in STK class shall be named the "ISRL Grand Prix STK Class Champion".

d.15. The club with the most Club Championship points shall be named the "ISRL Grand Prix Club Champion".

E. HOMOLOGATION

Modified Class (MOD) *****

e.1. The MOD class encourages maximum innovation and experimentation, and is mostly restricted only by a minimum motor spec.

Chassis

e.2. Kyosho Mini-Z or other 1:28-1:24 scale chassis, including custom builds. AWD vehicles may be altered to run as FWD or RWD.

Body

e.3. 1:28-1:24 scale of any material. The body must form a reasonably complete shell around the chassis. The rear panel may be open.

e.4. Windows must be installed on closed cockpit bodies, but may use Lexan replacements.

e.5. Anti-rail-snagging bumpers may be added but must be fixed. No moving parts.

Electronics

e.6. Any control board. Driver aids are allowed (ie gyro).

Motor

e.7. Any 130 class 50t or less brush motor, or brushless 5500kv or greater. Slower 'Stock' motors like the 70T are not permitted.

Batteries

e.8. Any on-board power source.

Tyres

e.9. Any rubber tyre. No traction compounds.
70% alcohol or water for cleaning.

Weight

e.10. No weight requirements.

Stock Class (STK) *****

e.11. The STK class keeps cars within a similar competition range while leaving plenty of room for modification and tuning.

Chassis

e.12. Kyosho Mini-Z or approved similar manufacturer polystyrene chassis. AWD vehicles may be altered to run as FWD or RWD.

Body

e.13. 1:28-1:24 scale polystyrene. The body must form a reasonably complete shell around the chassis. The rear panel may be open.

e.14. Windows must be installed on closed cockpit bodies, but may use Lexan replacements.

e.15. Anti-rail-snagging bumpers may be added but must be fixed. No moving parts.

Electronics

e.16. Any control board. No driver aids allowed (ie gyros).

Motor

e.17. Any 70t or greater (ie 80t) 130 class brush, or 3500kv or less brushless motor.

Batteries

e.18. Any NiCd or NiMh AAA size batteries in a 4 cell arrangement.

Tyres

e.19. Any rubber tyre. No traction compounds.
70% alcohol or water for cleaning.

e.20. The traction patches may be no wider than 9mm front and 12mm rear.

Weight

e.21. Cars must weigh a minimum of 170g race-ready with batteries installed.

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 the regulations, series communications, and management of the series.

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. This is in addition to any club rules.

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 Steward shall email race results in this format: Driver Name, Nationality, Class, Laps, Finish Time, Fastest Lap.
(Dusty, USA, STK, 58, 5:03.037, 6.127).

f.9. The ISRL Director shall process all the results and post them to the website:
<http://www.mini-az.com/isrlresults.html>

The Fuzzy Edges

f.10. If something is not specified herein, that does not make it legal.