



RULEBOOK 2002

Last Updated September 15th 2002

Note 1 : All sections marked with a P are proposals adopted by the meeting of ISRA delegates in Ribera Italy September 2001 and are in effect for 2002

Note 2 : Most changes in this September 15th 2002 version of the rulebook are procedural. The only technical change is 1/32 Eurosport car height is now lower at 32.5mm (Rule 7C2)

1 General Principles

Every ISRA World Championship event must be organized and staged under the authority of the association of ISRA world delegates. Those countries wishing to stage the ISRA World Championship must submit a written proposal to the acting ISRA chairman. The sites for the Championships will be announced at least two years in advance. Only those drivers who are licensed by ISRA may take part in these events. Any sanctioned ISRA non-world championship event must meet with prior approval by the association of ISRA world delegates. Those drivers who are not licensed will be able to receive a driver licence number prior to any ISRA event by simple verbal or written application to either the ISRA chairman or the ISRA host nation delegate of an upcoming event. The total number of licenses granted worldwide is unrestricted. Any country hosting an ISRA World championship or ISRA sanctioned event will be limited to a maximum of 26 (host nation) racers in any one class. That country will be responsible for determining who those racers will be.

At the ISRA World Championships, the Race Jury will consist of the Race Director, the ISRA Chairman (or acting chairman) and 3 Stewards chosen from the ISRA delegates. The jury will handle and solve all issues with regard to rule interpretation, disqualification, lap counter or track failures, etc.

P1.1 NEW FOR 2002 - An "Olympic rule" is used which means that all member countries are welcome to participate with drivers.

P1.3 NEW FOR 2002 - A maximum of 64 drivers in the individual classes and 32 teams in the production team race may participate in the ISRA Worlds. This limit of 64 drivers may be exceeded only as a consequence of several member nations filling their quotas.

In case that the limit of 64 is not reached by the final registration date (see 1.4), the first free slot will go to the host nation. The second slot will go to the best ISRA-ranked driver not enrolled in any other way, the third to the host nation, and so on until the limit of 64 is reached.

Only ISRA officials may perform the filling of the extra slots in #1.3 section 2.

P1.4 NEW FOR 2002 -An official 30-day pre-registration date will state the group of enrolled drivers to the Worlds event. The registration must be done via mail, e-mail or facsimile. The organiser must keep an up-to-date listing (WWW-pages or email) of enrolled drivers so that drivers can get a confirmation of their registration.

P1.5 NEW FOR 2002 Each nation is free to form their own qualification system concerning the choice of drivers to participate as official national drivers.

P4.1 NEW FOR 2002 A race direction must consist of a Race Director controlling the event (as a whole), a Race Controller running the races, a Technical Director responsible for the inspections and the pit-area, and a Result Manager running the result services. These four officials cannot be drivers at any stage of the event. If any of them is enrolled as a participant in a class, then, in that class, a non-racing deputy official must be appointed.

Added to this there must be appointed staff responsible for the track maintenance and other specific areas.

P4.2 NEW FOR 2002 The minimum requirements of each of the four compulsory positions shall be included in the ISRA rulebook.

P4.3 NEW FOR 2002 The event must follow the official time schedule.

P4.4 NEW FOR 2002 Penalties

- a) Illegal track call: 2 laps.
- b) Missing marshalling duties in practice: Loss of the next practice session.
- c) Missing last marshalling duty: Loss of the best qualifying time.
- d) Missing last marshalling duty in Production team race (no qualifying): 5 laps.
- e) Accidental crash on the straight in front of the drivers, caused by a driver's hand or a car in hand: 5 laps.
- f) A car returned to the pit area after the closing of technical inspection: 10 laps.
- g) Missing marshalling in race: 10 laps.
- h) Unsportsmanlike conduct: For first infraction - warning, for second infraction - 10 laps, for third infraction - disqualification.
- i) Use of illegal parts: Disqualification.

Practising on another driver's turn is considered unsportsmanlike conduct.

P5.1 NEW FOR 2002 - The ISRA points are awarded on a falling scale as:

50-45-40-36-32-29-26-24-22-20-18-16-14-12-11-10-9-8-7-6-5-4-3-2 (for the first 24 drivers). The 25th will receive 1 point, the 26th 0.99, 27th 0.98 and so on. The top qualifier receives a bonus of 3 points.

P5.2 NEW FOR 2002 - Prizes are given to all finalists.

P5.3 NEW FOR 2002 - The maximum entry fee is US\$ 35 per class. The cost of the handout parts in the team race must not be higher than the parts' normal retail prices.

P5.4 NEW FOR 2002 - The ISRA driver's license fee is US\$ 10 per year.

2 Tracks and Speed Controllers

P6.2 NEW FOR 2002 - Each ISRA race must be run on a professionally built wooden track with 8 lanes, installed in a reasonable, comfortable and accessible place. Safety arrangements, in the form of track sidewalls, must be used to prevent crash damages. A track must be 35 - 50 meters long (115 - 164 feet) and the distance between lanes must be a minimum of 104mm (4.1 inches). The distance between sidewalls and the outside lane must be a minimum of 150mm (6 inches). The banking angle at any point of the track must be less than 5 degrees. Slot width must be 3-4mm and slot depth at least 9mm. Lanes must be signed with colours or numbers.

P6.3 NEW FOR 2002 - An electronic lap counter system accurate to within 1/1000 of a second must be used.

P6.6 NEW FOR 2002 - Speed controllers are unrestricted, but they must not raise or store voltage. The controllers' connection to the track must be done with 4mm banana plugs or alligator clips. National sockets are optional.

P6.5 NEW FOR 2002 - The racetrack shall be closed for practice and competition four weeks prior to the Worlds event. Only the host club racers or raceway customers are allowed to practice.

P2.1 NEW FOR 2002 - ISRA will aim for a lower track difficulty level. However, as the question is multi-dimensional concerning e.g. practice time needs, marshalling, and the use of the track after the Worlds, we suggest the ISRA-delegates to appoint a new committee to thoroughly look into the question until the meeting 2003. The sitting committee will of course forward the ideas that have been discussed.

P6.4 NEW FOR 2002 - The track wiring and the power supply must be capable of feeding continuous power of 150W per lane. The cross section of track braid or rail must be 2,5mm² (AWG13) or more. The distance between supply cable points must not exceed 12m (40ft) (i.e. on a 45 meter track there must be at least 4 supply points on each lane). The cross section of supply cables must be 6mm² (AWG10) or more. All track braid joints must be secured with additional clamping (braid-braid butt contact is not sufficient).

When power supplies are used, the following limits shall be obliged: The track power supply must have a regulated output to keep the voltage equal during all segments of a race (practice, qualifying, heats and semi-finals of a class). If the track has a power supply for each lane, the devices must be identical. The capacity of the power supplies must be at least 125A. The track voltage must always be 12.5 - 13.0V DC (unloaded) and have an indicator showing the voltage, accessible to all racers.

When batteries are used, the following limits shall be obliged: At least two sets of batteries with a capacity of at least 500 Ah must be available. A charger of a minimum of 100A must be available. The batteries must not be charged while in use for racing. Track voltage must always be 12.0 - 13.5V DC (unloaded) and have an indicator showing the voltage accessible to all racers. Track voltage must be equal during all segments of a race (practice, qualifying, heats and semi-finals of a class).

3 Event Procedure

3A. Open Practicing

Before the event, the organization must provide two days of regulated open practice for the racers. The first of the two days will be open practice for the non - host nation racers and for all of the classes. The second day will be for all racers and for all of the classes. The length of each practice session will be of maximum duration possible as based on the number of entries. Each class of car will practice together, no exceptions. Further practice sessions, immediately preceding each class, are included in the course of the event. These practice sessions will be scheduled, based on the ISRA Driver Ranking. These sessions are for all the racers. Practice is regulated, so that every driver will have the same amount of practice time. Every driver must have at least one practice session on each lane in each class.

If the number of entries is too large, the same number of practice sessions, of shortened duration, must be given to each driver. It is recommended that, whenever possible, a warm-up session be granted before the start of qualifying. That warm-up session will consist of a period of time on any one of the 8 lanes as chosen randomly by race direction (your warm up session may occur on any one of the eight lanes).

Race direction will provide a practice schedule. The order in which drivers post their practice sessions, will be based on a randomly sorted listing. "Practice session" represents the minimum amount of practice (minimum two minutes) that can be taken by one driver at one time on a single lane. At the end of each practice session, that driver must marshal the following practice session. Missed marshalling duties will result in the loss of a practice session per infraction.

3B. Track conditioning

The track must be cleaned and spray glued by race direction before the start of open practice. Drivers cannot alter the track surface condition in any way, only the track braid/strip may be cleaned. Only the race direction may modify the track condition, upon the authorization of the Race Jury. Drivers may clean only the track braid/strip on their own lane before qualifying or during the lane change time. Car braid cleaning/conditioning liquids can be used only on the car and never on the track itself.

3C. Enclosed Park and Technical Inspections

P6.3 NEW FOR 2002 - The pit area (parc fermé) must be enclosed from everyone except the officials responsible for its function. Racers and the public must not at any time have access to the area. The organisers are responsible for the security of the area.

Cars must remain in the Enclosed Park after the technical inspection, during the qualifying session and during every stage of the racing. The enclosed park must be a restricted area with the provision of safe storage for the cars in order to avoid any possible damage to them. For qualifying, all cars must be brought to the impound during the announced open period of time for each class. Technical inspection of the cars will begin at the start of that period. All legal cars will be marked by the technical inspectors and be ready to qualify. All non-legal cars will be returned to the drivers. These drivers will be given to the end of that period to make their cars legal. Cars deemed illegal by the end of that period will be technically inspected during race time.

P3.1 NEW FOR 2002 - The service breaks between the heats and the semi-finals, and between the semi-finals and the final, have the duration of 20 minutes.

All legal cars will be deemed ready to continue racing. All non-legal cars will be returned to the drivers. These drivers will be given to the end of that period to make their cars legal.

P4.5 NEW FOR 2002 - A car that has been found faulty in the technical inspection may be repaired during the warm up. The car must be re-checked after the repair during the warm-up or after the start, but before making any race laps. A technical inspector must be available at the starting line for the car(s) to be checked as quickly as possible. While the repairing of a faulty car must not delay the start of the race, the inspection may be fulfilled during the start process.

Cars may be randomly checked during the middle of a race heat. Any part of the car that deviates from the dimensional rule limits must be repaired during actual race time. Those dimensions are; (a) wheel width and (b) overall car width. The use of illegal parts at any point will result in disqualification.

4 Product Eligibility

4A. Bodies

Any manufacturer that wishes to propose their body for use in an ISRA event must have 3 copies of the body forwarded to the acting ISRA Chairman. Information regarding availability, cost and production quantities must accompany the submission. Decisions to add new bodies to the current list will be made by the ISRA Race Management Officials and the ISRA Chairman. The final decision for approval will occur during the period up to and including the day 3 months prior to the ISRA World Championships. After this time no other bodies may be submitted. Bodies

initially not approved by the delegates may be resubmitted with revisions as suggested. Bodies approved will only be legal at the upcoming ISRA World Championship.

4B. Production Chassis

Any manufacturer that wishes to propose their chassis for use in an ISRA event must contact, via mail/fax, a proposal to the acting ISRA chairman. Information regarding availability, cost and production quantities must accompany the proposal. Decisions to add new Chassis to the current list will be made by the ISRA Race Management Officials and the ISRA Chairman. The final decision for approval will occur during the period up to and including the day 3 months prior to the upcoming ISRA World championships.

5 Sprint Race Procedure (1/32 F1, 1/32 ES and 1/24ES)

5A. Qualifying

Qualifying will be for one minute per driver, on a qualifying lane as chosen by the race direction. For two drivers having matching lap times, their second best time will break the tie. Overall ranking will be determined by the best single lap time as attained by each driver. Qualifying order will be based on the ISRA Driver Points Standing. In all sprint classes, the highest ranked drivers will qualify last. Every driver, who misses his or her qualifying time, will be classed in the last position.

5B. Race

Every race will be run with heats, semifinals (3) and a final, composed of the following format:

The best 4 qualified drivers will be placed directly to the top 4 semifinal places (all in semi A) and the remaining drivers will be placed into the heats sorted by their qualifying result. The racers qualified at positions 5-12 will race in the last heat, drivers qualified at positions 13-20 in the next to last heat, and so on. If possible, the number of teams in each heat has to be equal. If not, the number of drivers can be one less in the first few heats. After the heats, the best 20 drivers (by lap total) will be placed into the semifinals (A, B and C). The top 4, of the best 20 drivers, will be placed into semi A. The next eight will be placed into semi B and the remaining 8 into semi C. From the 3 semifinals, the best 8 drivers (by lap total) will be placed into the final. Starting lanes will be chosen by race direction, except for in the finals, where the starting lanes will be selected by the racers in an order determined by the semifinal results. Stages will have the following length: heats are 3 minutes per lane, semifinals are 4 minutes per lane, and the final is 5 minutes per lane. Depending on the number of drivers, the length of heats, semis and final may change to fit reasonable race duration, as determined by race direction. Drivers, at the end of their heat, must be the corner marshals for the next heat. A penalty of 10 laps will be given for missed marshalling duties. The number of marshals must be the same during each stage of the race. In the first race of the stage, marshaling will be made by the drivers of the last race. Drivers from the first race will be the marshals for the next race, and so on.

Unsportsmanlike behavior is subject to a first warning by race direction. A repeated violation will result in a 10 lap penalty. A third violation will result in disqualification from that class. There must be only one driver per car and one car per driver during the race.

During the actual race time or qualifying, drivers and/or their pit crew are permitted to work on the cars. A specific part of the track will be designated as the pit zone by race direction. Any car damage that would make the car illegal, such as the loss of a major part of the body or a car dragging the track surface, must be immediately repaired and only during actual race time. The driver may continue a maximum of 3 laps before stopping to repair the car. Each extra lap made with an illegal car will result in a 3 lap penalty.

Lane rotation is fixed as follows: 1 - 3 - 5 - 7 - 8 - 6 - 4 - 2 (Red -Green -Blue -Purple -Black -Yellow -Orange -White). Lane change is the driver's responsibility. No compensation can be given for incorrect changing of lanes. Race direction can temporarily stop the race only if a marshal calls for a stop due to a car; (a) in a non-marshalable position (i.e.: in the middle of the straight in front

of the drivers) (b) under a bridge or on the floor in an area indirectly accessible (e.g. under the track) (c) becoming a rider on another lane.

Drivers can call for a stop by no other word than "Track!". For every illegal call, made by a driver will, there will be a 5 lap penalty assessed.

5C. Classifications

At each stage, a driver's finishing position will be a result of the sum of the laps completed and the last lap sections. The number of laps made can be only results of the lap counter. No lap correction is made for lane jumping (rider) or missed counting due to the car's braids. Race direction must check the lap counting system if there is a sustained problem. If a problem occurs with the lap counter, then upon its correction, the race direction must rerun the current segment. Drivers will have their cars back to change wheels and braids only.

6 Production Race Procedure (1/24 Production)

6A. Team/Driver Seeding

The production race will be staged as a 2 person team class, with each team member driving equal amounts. The race will be run as qualifying and mains. The ranking of the teams will be based on the ISRA Driver Points Standing. Teams having no ISRA points will be sorted randomly and will qualify at the beginning of the class.

6B. Racing

NEW FOR 2002 - No qualifying, racing order for the race will be random (drawn from hat, not computer randomised).

Each final will consist of 8 segments. Each segment will be 3-15 minutes, depending on the number of teams entered. If possible, the number of teams in each heat has to be equal. If not, the number of drivers can be one less in the first few finals. Drivers, at the end of their final, must be the corner marshals for the next final. A penalty of 10 laps will be given for missing marshalling. The number of marshals must be the same during the whole race. In the first final that is run, marshaling will be done by the drivers of final A. Drivers from the first final will be the marshals for the next final, and so on.

Unsportsmanlike behaviour is subject to a first warning by race direction. A repeated violation will result in a 10 lap penalty. A third violation will result in disqualification from that class. There must be only one team per car and one car per team during the race.

Only during the actual race time or qualifying, are drivers and/or their pit crew permitted to work on their cars. During lane changes, drivers and/or their pit crew may straighten the braids on the car and push in body pins. A specific part of the track will be designated as the pit zone by race direction. Any car damage that would make the car illegal, such as the loss of a major part of the body or a car dragging the track surface, must be immediately repaired and only during actual race time. The driver may continue a maximum of 3 laps before stopping to repair the car. Each extra lap made with an illegal car will result in a 3 lap penalty.

Lane rotation is fixed as follows: 1 - 3 - 5 - 7 - 8 - 6 - 4 - 2 (Red -Green -Blue -Purple -Black - Yellow -Orange -White). Lane change is the driver's responsibility. No compensation can be given for incorrect changing of lanes. Race direction can temporarily stop the race only if a marshal calls for a stop due to a car; (a) in a non-marshalable position (i.e.: in the middle of the straight in front of the drivers) (b) under a bridge or on the floor in an area indirectly accessible (e.g. under the track) (c) becoming a rider on another lane.

Drivers can call for a stop by no other word than "Track!". For every illegal call, made by a driver, there will be a 5 lap penalty assessed.

6C. Classifications

After each final, a driver's finishing position will be a result of the sum of the laps completed and the last lap sections. The number of laps made can be only results of the lap counter. No lap correction is made for lane jumping (rider) or missed counting due to the car's braids. Race direction must check the lap counting system if there is a sustained problem. If a problem with the lap counter occurs, then upon its correction, the race direction must rerun the current segment. Drivers will have their cars back only to change wheels and braids.

7 Technical Specifications

7A. 1/24 Production

7A1. Chassis

Approved Chassis List for 1/24 Production
Manufacturer / Model Number

CHAMPION (USA)

410 Astro Chassis

420 Turbo Flex Chassis

JK PRODUCTS (USA)

2501 Cheetah Chassis - (May substitute .025" center no. 2508NP, and/or .025" pan no .2505)

2905 Scorpion II Chassis

PARMA (USA)

588 Flexi Kar Chassis - (May substitute .025" pan no. 588C or Flexi 2 pan no. 595A and may add Hot Wing no. 594*)

*** Hot Wing may not be soldered to chassis

595 Flexi 2 Chassis - (May substitute .036" pan no. 588A or .025" pan no. 588C and may add Hot Wing no. 594*)

*** Hot Wing may not be soldered to chassis

RJR (USA)

792 Storm Chassis

Only these ISRA approved chassis are permitted. Aluminium replacement pans are not permitted.

Ball bearings are not permitted. Rear axles must be minimum diameter of 2.36 mm (.093 inches). Front axles must be a minimum diameter of 1.0 mm (.039 inches). It must be straight and pass through the original hole as intended by the manufacturer. The chassis cannot be cut and cannot be bent from its original shape. The distance from the top of the rear axle to the bottom of the chassis must be a minimum of 9 mm (.354 inches).

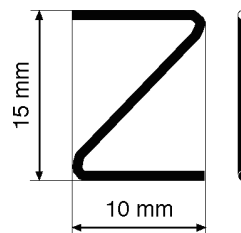
Nothing may be added to the chassis if not mentioned in the list below.

Allowable modifications are:

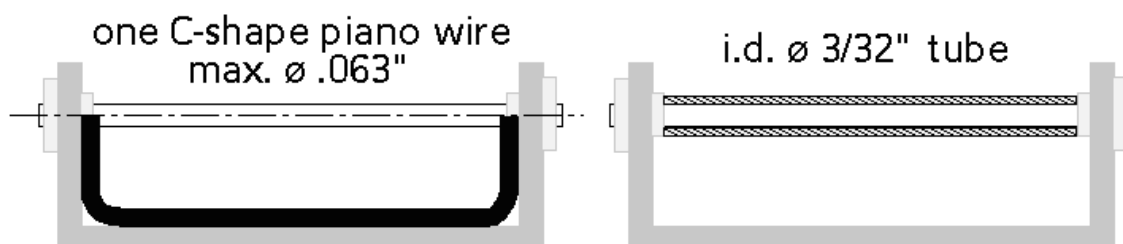
Lead may be taped or glued to the top of the chassis. Tape may be added. Front wheel retainers may be soldered to the axle. Pintubes may be added, in the original body mounting holes, and can be either floating or fixed to the chassis. The front axle may be soldered to the chassis. Rear oilites may be soldered to the chassis. The motor may be soldered to the chassis (screws are optional).

The motor may be braced to the chassis with one of the following methods:

- (a) a single round metal tube or rod may be used to help solder the motor to the chassis. The maximum diameter is 2.5 mm (.100 inches) by a maximum length of 10 mm (.400 inches) or;
- (b) a "Z" shaped piece of piano wire with a maximum diameter of 1.6 mm (.063 inches) up to a maximum size of 10 mm by 15 mm (.39 by .59 inches).



Rear axle uprights may be braced with one of the following methods: (a) a 2.36 mm (.093 inches) I.D. tube on the axle between the bushings or; (b) a "C" shaped piece of piano wire fitting between the rear uprights of the chassis, with a maximum diameter of 1.6 mm (.063 inches). The piece must not extend past the adjacent sides of the rear axle bushings and must not extend beyond any edge of the chassis. Drawings show mentioned reinforcing.



7A2. Body - 1/24 PRODUCTION

BETTA (ENGLAND)

Renault Laguna	from 2000 rules
Opel Calibra	from 2000 rules
Ford Mondeo	from 2000 rules

EASY SLOT (ITALY)

Mercedes CLK DTM	(1024)	New homologation
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BPA (CZECH REP.)

VW Corrado	(010)	New homologation
Volvo C70 ST	(016)	from 2000 rules

Only these ISRA approved bodies are permitted. Bodies must be accurate copies of the samples sent to ISRA for homologation.

The maximum height of the car is 35 mm. The minimum height of the bottom of the windscreen is 23 mm. The maximum height of the opening under the rear bumper is 12.7 mm (0.5"). These dimensions will be measured with the car sitting on tech block.

The body must cover the whole chassis, including the rear axle and the guide flag. It can be fixed to the chassis with only pins or sellotape. Body decoration is unrestricted, but must be made in at least 2 different colours. The body must be completely opaque. Windows must be left clear and all four wheels must be completely visible when viewed from the side. Pinstriping and/or body line detailing is mandatory. The higher ranked driver's licence number must be displayed in at least 3 different positions. All cars must contain a painted and scaled three dimensional interior with driver's helmet, shoulders, arms and steering wheel mounted in the original cockpit position. No portion of the chassis must be seen through the interior area when viewed from above.

Body cutting must maintain every detail of the real car (i.e. lights, wheel position, etc.). Two identical bodies per car are permitted, provided that they are also trimmed and mounted identically. The body must not deviate from its form as produced by the manufacturer.

7A3. Motor

Will be hand-out Group 12 motors; provided to the drivers at a minimal cost by ISRA as part of the entry fees. Motors will be sealed to prevent tampering. Opening of the motor, by removal of the can screws is not permitted. The motor shaft may be shortened and the can may be trimmed to provide axle clearance only. A team may receive a single substitute motor if Race Direction decides the original is of substantially lesser performance than a typical one. This must be brought to the attention of Race Direction prior to the start of the third scheduled Production practice session after the handing out of the motors.

IN 2002, MOTORS WILL BE PROSLOT MOTORS FULLY BLUEPRINTED BY FASTONES.

7A4. Front Wheels

The front wheels must have a minimum diameter of 12.7 mm (.500") and a minimum width of 0.8 mm (.032"). The wheels must be located in the position as intended by the manufacturer. The minimum front wheel track must be 72 mm (2.83"). They must turn on their centre at 90 degrees to the track surface and have a black rubber/ plastic perimeter. The loss of the front wheel(s) during the course of racing will not be considered an infraction, however they must be repaired/replaced before the start of each stage of the race (i.e. semi final, final etc,...).

7A5. Rear Tires

Hand-out tires only (two pairs per team); provided to the drivers at a minimal cost by ISRA as part of the entry fees. Additional tires will be available for purchase. Tires will have a maximum width of 20.7 mm (.815") Tires will be marked to prevent tampering. The tire brand and type will be announced during the period up to and including the day 3 months prior to the upcoming ISRA World championships.

IN 2002, HAND-OUT TIRES WILL BE JK PRODUCTS FISH TIRES

7A6. Dimensions

The car must have a maximum overall width of 83 mm (3.268 inches) excluding the body fixing system (pins or sellotape). Ground clearance must be a minimum of 0.8 mm (.032 inches) at the start of each stage of the racing. The clearance is measured between the rear tires and under the rear axle. There is no minimum clearance required at the front of the chassis.

7B. Formula 1 1/32

7B1. Chassis

Chassis are unrestricted except for the following limitations:

The motor must be mounted in the chassis in the "in-line" position (i.e. in a 90 degree angle to the rear axle). The chassis must have a maximum length of 110 mm (4.330 inches) as measured from the center of the guide pivot to the center of the rear axle. The chassis portion of the car must have a maximum width of 52 mm (2.047 inches). This portion (the "pans"), must have a maximum length of 68 mm (2.677 inches). The part of the chassis ahead of the pans, must have a maximum width of 34 mm (1.340 inches), excluding the front axle and its support(s). The part of the chassis to the rear of the pans, including the supports for the rear axle, must also have a maximum width of 34 mm (1.340 inches).

7B2. Body - 1/32 Formula One

Legal bodies are:

BETTA (England)

All Formula 1 cars raced from 1991 - 2001, inclusive.

BPA (Czech Republic)

Ferrari (040)
Jordan 199 (031)
Williams (039)

Ferrari

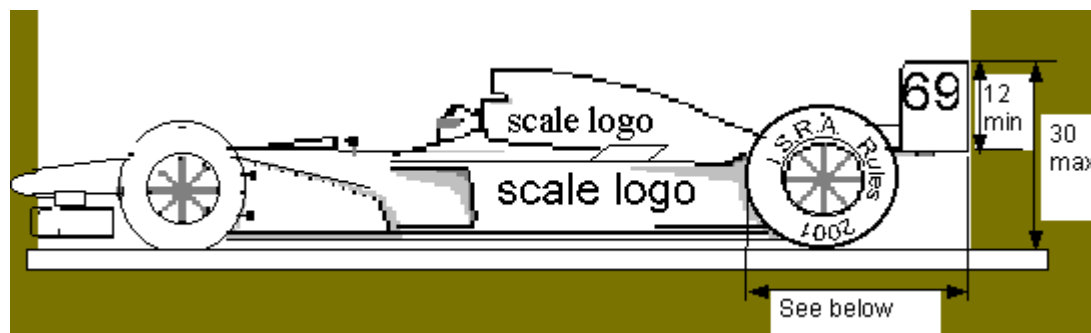
McLaren

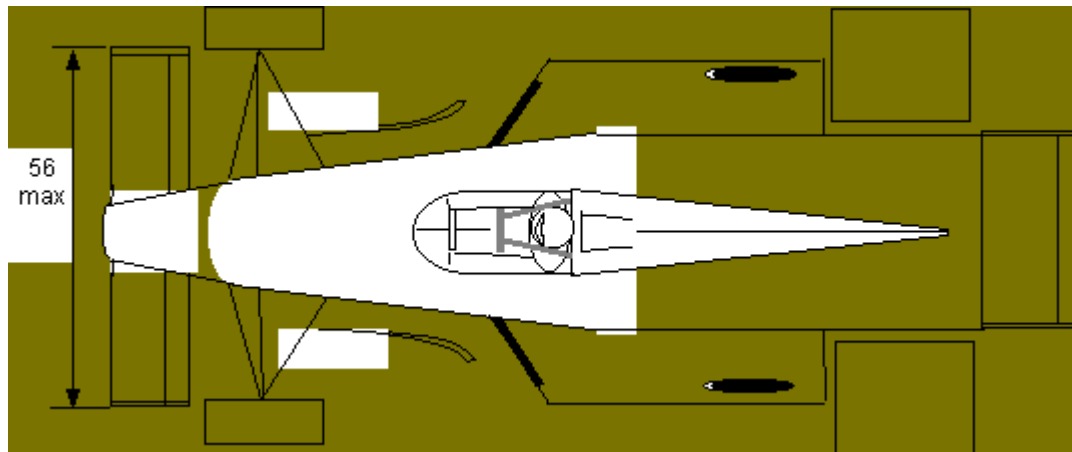
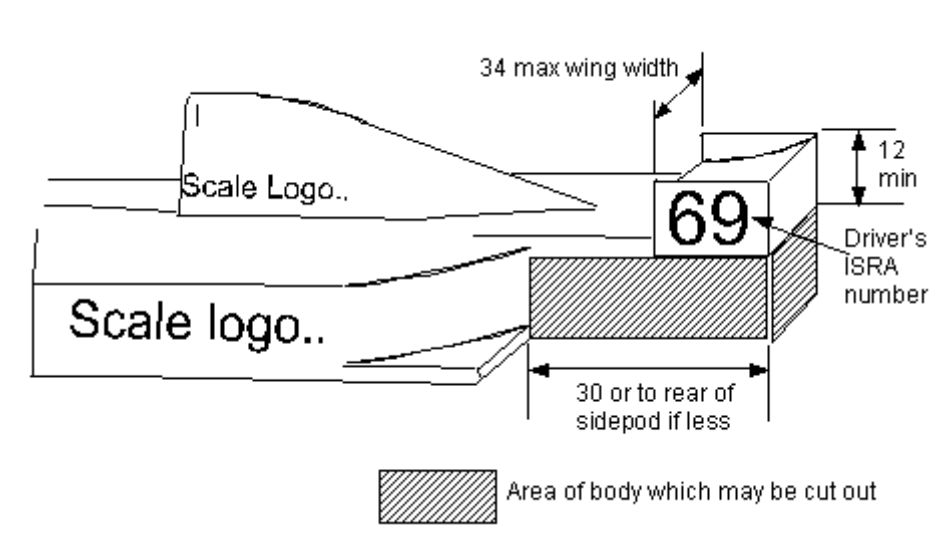
Only these ISRA approved bodies are permitted. Bodies must be accurate copies of the samples sent to ISRA for homologation.

The paint scheme must represent the actual car and the major engine cover and sidepod sponsors logo/name must be present.

The body must cover the entire chassis including the guide flag but excluding the axles, wheels and the support(s) for the front axle. The body must be completely opaque. The additional exception is the rearward portion of the chassis pans not covered by the body. The chassis portion in this area must be painted black. The driver's licence number must be displayed in at least 3 different positions. All cars must contain a painted and scaled three dimensional interior with driver's helmet, shoulders, arms and steering wheel mounted in the original cockpit position. No portion of the chassis must be seen through the driver area when viewed from above. Body cutting must maintain every detail of the real car (i.e. lights, wheel position, etc.). Two identical bodies per car are permitted, provided that they are also trimmed and mounted identically. The body must not deviate from its form as produced by the manufacturer. Pinstriping and/or body line detailing is mandatory.

Here below there are the drawings to illustrate the maximum front and rear wing dimensions allowed and where the scale logo must be positioned.





7B3. Motor

No restrictions.

7B4. Front wheels

The front wheels must have a minimum diameter of 14 mm (.550") and a minimum width of 4 mm (.157") to a maximum width of 10 mm (.400"). They must turn on their center at 90 degrees to the track surface and have a black rubber/plastic perimeter. The loss of the front wheel(s) during the course of racing will be considered an infraction and must be repaired/replaced immediately.

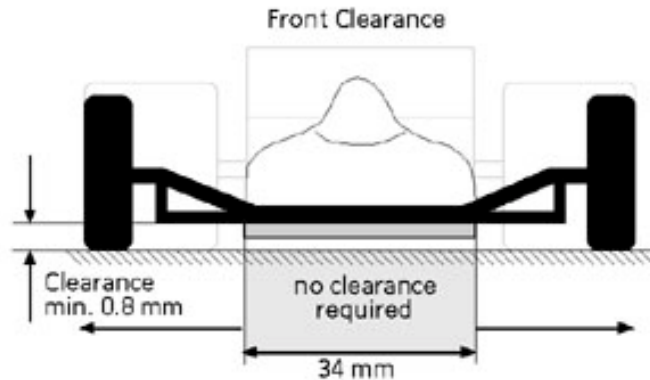
7B5. Rear tires

The rear wheels must have a minimum diameter of 15 mm (.590") and a maximum width of 16 mm (.630"). The rubber portion of the tire contacting the track surface must be black.

7B6. Dimensions

The car must have a maximum overall width of 68 mm (2.677"). Rear ground clearance must be a minimum of 0.8 mm (.032") at the start of qualifying and at the start of each stage of the racing, the clearance is measured between the rear tires and under the rear axle. The clearance under the front axle and its support(s) must be a minimum of 0.8 mm (.032"). This is the area between

the front wheels and the sides of the front of the chassis. There is no minimum clearance required at the front of the chassis (the portion of the chassis ahead of the pans).



7C. Eurosport 1/32

7C1. Chassis

Chassis are unrestricted except for the following limitations:

The chassis must have a maximum length of 105 mm (4.134") as measured from the center of the guide pivot to the center of the rear axle. The motor may be mounted at any angle to the rear axle.

7C2. Body - 1/32 EUROSPORT

BETTA (ENGLAND)

Porsche WSC 95 LM Open		from 2000' rules
Toyota 010 GT-LM 1998		from 2000' rules

BPA (CZECH REP.)

BMW LMRP	(027)	from 2000' rules
Porsche 917	(022)	from 2001' rules
Reynard	(037)	from 2001' rules

BSP (ENGLAND)

Audi R12	No P/N given from producer	from 2000' rules
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EASY SLOT (ITALY)

Porsche K8	(1013)	from 2000' rules
Porsche K8 Evo	(1025)	from 2001' rules

FAST ONES (USA) - OUTSIGHT DESIGNS

Mercedes CRL	(OS-221)	from 2000' rules
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JK PRODUCTS (USA)

American GTP	(7012A and B)	from 2000' rules
Peugeot GTP	(7152A and B)	from 2000' rules

PARMA (USA)

Intrepid	(842A and B)	from 2000'rules
RM 1	(70540B)	from 2000'rules

Only these ISRA approved bodies are permitted. Bodies must be accurate copies of the samples sent to ISRA for homologation.

The body must cover the entire chassis, including the rear axle and guide flag. It can be fixed to the chassis with only pins or sellotape. Body decoration is unrestricted, but must be made in at least two different colours. The body must be completely opaque. Windows must be left clear and all four wheels must be completely visible when viewed from the side. Pinstriping and/or body line detailing is mandatory. The driver's licence number must be displayed in at least 3 different positions. All cars must contain a painted and scaled three dimensional interior with driver's helmet, shoulders, arms and steering wheel mounted in the original cockpit position. No portion of the chassis must be seen through the driver area when viewed from above. Body cutting must maintain every detail of the real car (i.e. lights, wheel position, etc...). Two identical bodies per car are permitted, provided that they are also trimmed and mounted identically.

The maximum height of the car is 32.5 mm. The minimum height of the front fenders is 16 mm. These dimensions will be measured with the car sitting on tech block. The body must retain a minimum front vertical edge of 1 mm (.039 inches). The body must not deviate from its form as produced by the manufacturer.

7C3. Motor

No restrictions.

7C4. Front wheels

The front wheels must have a minimum diameter of 12.7 mm (.500") and a minimum width of 0.8 mm (.032"). They must turn on their center at 90 degrees to the track surface and have a black rubber/plastic perimeter. The loss of the front wheel(s) during the course of racing will not be considered an infraction, however they must be replaced before the start of the next stage of race (semifinal, final, etc.).

7C5. Rear tires

The rear tires must have a minimum diameter of 15 mm (.590") and maximum width of 16 mm (.630"). The rubber portion of the tire contacting the track surface must be black.

7C6. Dimensions

The car must have a maximum overall width of 64 mm (2.519") excluding the body fixing system (pins or sellotape). Ground clearance must be a minimum of 0.8 mm (.032") at the start of qualifying and at the start of each stage of the racing. The clearance is measured between the rear tires and under the rear axle. There is no minimum clearance required at the front of the chassis.

7D. Eurosport 1/24

7D1. Chassis

Chassis are unrestricted except for the following limitations:

The chassis must have a maximum length of 125 mm (4.921") as measured from the center of the guide pivot to the center of the rear axle. The motor may be mounted at any angle to the rear axle.

7D2. Body – 1/24 EUROSPORT

BETTA (ENGLAND)

1993 Brun Judd	from 2000' rules
Porsche 911 GT 1	from 2000' rules
Peugeot LM 96 Open	from 2000' rules

BPA (CZECH REP.)

BMW LMR	(021)	the P/N is from 2000' rules but it may have some different details
BMW LMRE	(028)	from 2000' rules
BMW LM	(035)	from 2001' rules

CAMEN (USA)

Peugeot Monza (5104.10) from 2000' rules
Peugeot Monza IMCA (5106.10) from 2000' rules

CHAMPION (USA)

Nissan GTP (290) from 2000' rules
WSC Spice (291) from 2000' rules
WSC Ferrari (292) from 2000' rules

EASY SLOT (ITALY)

Porsche K8 (1021) from 2000' rules
Audi (Michele Alboreto) (1026) from 2001' rules
Lola B98 (1027) from 2001' rules

FAST ONES (USA) OUTISIGHT DESIGNS

"333" (OS-062) from 2000' rules
Mercedes (OS-066E) from 2001' rules

JK PRODUCTS (USA)

Peugeot GTP (7014A and B, 7014AE and BE) from 2000' rules

PARMA (USA)

Intrepid (1103A and B) from 2000' rules
Intrepid S.S. (70506A and B) from 2000' rules
Kudzu (942A and B) from 2000' rules

Only these ISRA approved bodies are permitted. Bodies must be accurate copies of the samples sent to ISRA for homologation.

The body must cover the entire chassis, including the rear axle and guide flag. It can be fixed to the chassis with only pins or sellotape. Body decoration is unrestricted, but must be made in at least two different colours. The body must be completely opaque. Windows must be left clear and all four wheels must be completely visible when viewed from the side. Pinstriping and/or body line detailing is mandatory. The driver's licence number must be displayed in at least 3 different positions. All cars must contain a painted and scaled three dimensional interior with driver's helmet, shoulders, arms and steering wheel mounted in the original cockpit position. No portion of the chassis must be seen through the driver area when viewed from above. Body cutting must maintain every detail of the real car (i.e. lights, wheel position, etc.). Two identical bodies per car are permitted, provided that they are also trimmed and mounted identically.

The maximum height of the car is 38mm. The minimum height of the front fenders is 18 mm. These dimensions will be measured with the car sitting on tech block. The body must retain a minimum front vertical edge of 1mm (.039"). The body must not deviate from its form as produced by the manufacturer.

7D3. Motor

No restrictions.

7D4. Front wheels

The front wheels must have a minimum diameter of 12.7 mm (.500") and a minimum width of 0.8 mm (.032"). They must turn on their center at 90 degrees to the track surface and have a black rubber/plastic perimeter. The loss of the front wheel(s) during the course of racing will not be considered an infraction, however they must be replaced before the start of the next stage of race (semifinal, final, etc.).

7D5. Rear tires

The rear tires must have a minimum diameter of 15 mm (.590") and a maximum width of 20.7 mm (.815"). The rubber portion of the tire contacting the track surface must be black.

7D6. Dimensions

The car must have a maximum overall width of 83 mm (3.268") excluding the body fixing system (pins or sellotape). Ground clearance must be a minimum of 0.8 mm (.032") at the start of qualifying and at the start of each stage of the racing. The clearance is measured between the rear tires and under the rear axle. There is no minimum clearance required at the front of the chassis.

8 Body Specifications for Manufacturers

These dimensions are the basis of acceptance for ISRA racing. Even if a body complies with these dimensions, it cannot automatically be accepted but requires also subjective scrutineering. These dimensions will not be used in car inspection.

No changes may be done to the body shape after ISRA homologation. Such modifications will automatically make the altered body illegal. Such a modified body is treated as a different body, and should accordingly have a different name/ product number.

Formula 1 bodies for 1/32 F1

Bodies for this class are to be approved on a subjective basis only. Entries must closely follow the shape and proportions of the actual car.

WSC and Sports Racing Prototype Bodies for 1/32 Eurosport

A maximum overall length 6.0" - (152.4 mm)

B maximum lateral wing flap length -1.75" (44 mm)

(must meet the body surface by this point and must remain below the line that extends back to the rear wing)

C maximum overall wing length - 0.85" (21.6 mm)

D maximum level rear body / wing height - 1.38" (32.5 mm)

E minimum front fender height at axle - 0.51" (13.0 mm)

F minimum cockpit / rollbar height - 0.85" (21.6 mm)

(excluding air intake).

All body height dimensions shall be measured when attached to the rest of the car. They will be taken from a plain and level surface. A minimum .039" (1 mm) front vertical edge must be maintained.

***See Body Drawings Below.

WSC and Sports Racing Prototype Bodies for 1/24 Eurosport

A maximum overall length 7.0" - (177.8 mm)

B maximum lateral wing flap length -2.60" (66 mm)

(must meet the body surface by this point and must remain below the line that extends back to the rear wing)

C maximum overall wing length - 1.00" (25.4 mm)

D maximum level rear wing height - 1.57" (38 mm)

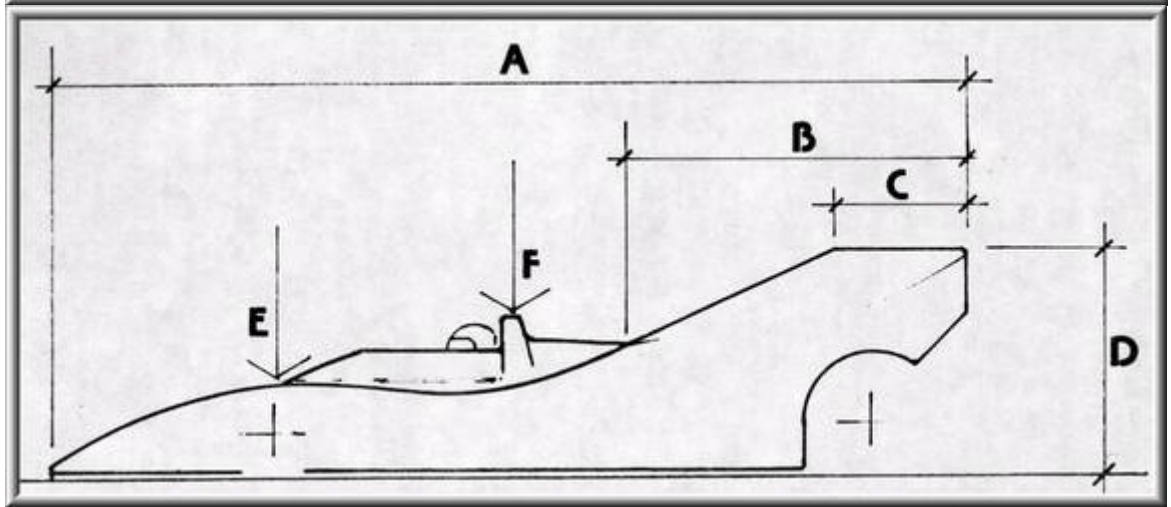
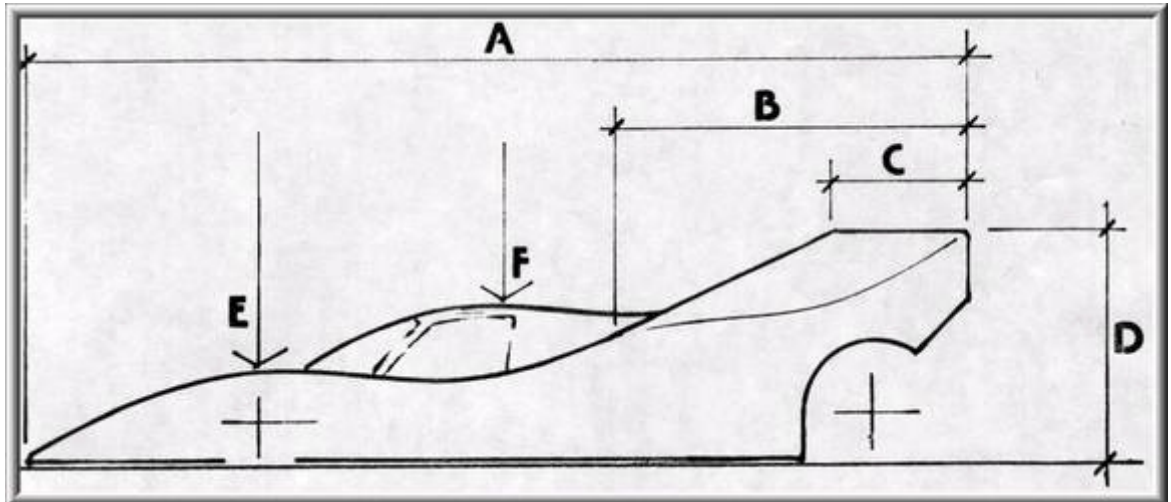
E minimum front fender height at axle - 0.60" (15.2 mm)

F minimum cockpit / rollbar height - 1.00" (25.4 mm)

(excluding air intake).

All body height dimensions shall be measured when attached to the rest of the car. They will be taken from a plain and level surface.

A minimum .039" (1 mm) front vertical edge must be maintained.



9 Local Exceptions, year 2002

Due to the fact that the race will be held in a public place such it is the hotel where we will be hosted, there will be some spectators (possibly some of them minors), we will pay extra attention to the behavior of the racers. No unnecessary shouting or unsportsmanlike conduct will be tolerated.

Smoking is prohibited indoors. There is an open air carpark outside the pit and track area.