

# **General Rules for Iowa Model Auto Racers (I.M.A.R.)**

## **2015–2016 Rules for Building and Construction**

OVERALL GOVERNING RULE - IF THE RULES DO NOT SAY  
YOU CAN MODIFY SOMETHING, YOU CAN'T!

1. All cars must be of 1/32 scale. Cars must be stock RTR, meaning car comes as a unit with body, chassis, gears, tires, axles, interior, motor, etc. No modifications allowed except as permitted by general and/or class rules.
2. When a car becomes available that seems to upset the competitive balance of a class, the club may legislate equalizing modifications to, or exclusion of, the car. Any club member may nominate an unequal brand or model and the rules marshals will decide the outcome of the car.
3. All tires, except foam, can be used, except where specified by class rules.
4. Cars should have all 4 tires touching the track and the wheels and axles must be of original equipment or stock replacement. Solid front axles may replace stub axles in all classes.
5. Tires must fit under the car completely when viewed from above, or be in the stock position.
6. All cars must have numbers in three places.
7. All cars must have interiors and drivers similar to RTR manufacturer. If car came with full interior, then it must race with one (in MSP class, interior may be trimmed slightly to provide clearance, accommodate motor and/or magnet upgrades as allowed, but still must be present and covering the inside of the car to the same degree as from the manufacturer). All cars must retain the “glass” as provided by manufacturer.
8. Painting and detailing are encouraged and allowed in all classes.
9. Weight may be added in any amount and in any manner, but must be dead weight. Weight added must be inside/topside of chassis and chassis cannot be modified in any way to accommodate the adding of weight.
10. Replacement parts must be stock replacement or equivalent parts unless otherwise approved by Rules Marshalls.
11. Allowable tuning procedures.
  - Any motor break-in regimen. Tire truing and sanding. Components both mechanical and cosmetic may be glued. Guide shoes may be trimmed. Axle spacers may be added to regulate width. Any lubes and cleaners may be applied anywhere but must not be allowed to get on the track.
12. Resin and hard shell plastic bodies (e.g. model kits) may be used so long as they are approximately the same weight as the original and cover the chassis to same degree as if from factory. Original interior type must be maintained as defined above. Determination of tires and wheels will follow the manufacture of the original/donor chassis if stock wheels and tires are required by class rules. Chassis so re-bodied must be from a car that is legal in the class where the re-bodied car will be raced. Chassis may be trimmed around the periphery only enough to allow fitting to the body.

## **Clarifications:**

1. Replacement guides must be equivalent and of standard dimensions. Deeper/longer than stock are only allowed in modified classes.
2. Equivalent means the same size, same length, same depth, & same width.
3. Interiors on re-bodied cars may be modified to allow for clearance as necessary. Only the minimum amount of material is to be removed.

## **Rules for Club Procedure 2015 / 2016**

1. The person that is operating the lap counting /timing device and master power switch shall be the Race Marshall.
2. A Driver may borrow a car from another Driver. This must be done before the first race of the class in which the borrowed car will be used begins.
3. There is no pre-race tech, but a challenge by a Driver on the basis of legality is allowed. Cars may be inspected by the Rules Marshalls when a protest is lodged or at any time for violations at their discretion.
4. Cars found to be in violation of the rules will not be allowed to participate until inspected and approved by the Rules Marshall. If a car scored points and was found after race to be in violation of rules, points will be taken away for that race and redistributed as if that car had not participated.
5. Weekend sessions will run 9 classes unless otherwise agreed upon by club members in advance of race session.
6. Race Lengths for Sprint Events  
Non-magnet classes – Heat 10, Semi 10, Feature 15 Jerry and Steve’s  
Magnet Classes – Heat 10, Semi 10, Feature 15 Jerry and Steve’s  
  
Race lengths may change due to track used for a particular race session and number of participants, but will be decided prior to the start of racing for a given class.
7. Each driver is allowed 2 de-slots per race in all classes.
8. If a single car deslots it will be placed back on the track where it comes to rest unless in doing so the car gains a position.
9. If a car, by de-slotting, causes another car(s) to de-slot, all cars shall be replaced at the point they became de-slotted, however, the car causing the de-slotting of subsequent cars must be replaced physically behind the cars it de-slotted. In the event of a deslot, a driver is required to turn off the track power using the lane’s power switch as promptly as possible. The Race Marshall may also initiate a power off situation.
10. The use of any substance to gain traction on tires or tracks is prohibited. Specifically, the use of STP Oil Treatment or other “goop” substances is not allowed in any way. Tires may be cleaned with lighter fluid, Tiger’s Milk or other similar substances designed to clean tires...not to make them sticky and goop up the

track.

11. Points will be awarded to drivers on a 10-0 basis as follows:

First – 10; Second – 9; Third – 8; Fourth – 7; Fifth – 6; Sixth – 5; Seventh – 4; Eighth – 3; Ninth – 2; Tenth – 1; Eleventh - 0

12. Lane choice will be determined by average points per start. Lowest APS selecting first in each heat, except for the first race in each class of the season which will be done by random drawing (see separate sheet). The Race Marshall will call out lane selection per driver. The Driver must promptly announce lane choice. If the Driver does not announce lane selection promptly, he may be moved to the end of the rotation for that race. There will be a 1-minute warm-up/practice commencing when all drivers are at their stations.

13. Each Driver is allowed two, 2-minute pit stop for mechanical reasons during a race meeting. When a Driver calls for his/her pit stop, the Race Marshall shall keep track of this time. The race shall stop for the duration of the pit stop and the Race Marshall will then restart the race at the end of the pit stop in accordance with normal starting procedures. Other drivers may not work on their cars during a pit stop called by another driver without also taking their own pit stop. One braid adjustment stop is allowed per driver per race and shall not count as a pit stop.

Other drivers in the race may not practice during another's "pit stop" once the race marshal has called cars to the starting grid.

14. A Driver may not change cars once his heat race begins.

15. The Rules Marshalls shall be a committee of three elected by a majority of members present at the first race of the season. They will resolve all questions of rules and procedures. The ruling of the Rules Marshalls shall be final.

16. Every attempt will be made to run at least one race session per month beginning in September and ending in May.

17. Any issue needing a vote by the club members shall be done on the basis of a simple majority of the members present at the time of the vote.

18. At the track owner's request, a 5:00 pm curfew may be imposed.

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