

Motor Rules

Approved Motors for use in IRRA[®] Racing

JK Retro Hawk FK, part number JKHR



- JKHR M8 (short shaft) or M28 (long-shaft), laser-marked with either multiple '7R's or a series of eight or nine continuous 'R's, i.e. 'R R R R R R R R'.

Chicagoland Stage 2, part number CR102



- Motor must be laser-marked with 'CR STAGE 2 MADE IN CHINA.'

Notes:

- 1) A maximum list price of \$20.99 will be required on approved motors.
- 2) Motors are now approved for use in IRRA[®] competition based on comparable performance, rather than the specification-based criteria previously used.
- 3) If a manufacturer releases a new or modified version of a previously-approved IRRA[®] motor without informing the IRRA[®] of the changes, the IRRA[®] Board, at its discretion, may remove that motor from the list of motors approved for use in IRRA[®] competition. IRRA[®] also reserves the right to add new motors or to remove any previously-approved motor from the motor list.
- 4) Any motors with changed specifications submitted for IRRA[®] approval must carry a new part number. The IRRA[®] reserves the right to require unique tags and/or can markings for identification purposes on motors submitted for the IRRA[®] approved motors list.
- 5) The IRRA[®] BoD has voted to close new motor submissions, although submissions may be permitted in the future, if necessary.

IRRA[®] Motor Rules

- 1) All motors must remain unmodified and as produced by the manufacturer.
- 2) Motor cans must remain unmodified and as produced by the manufacturer. Motor can dimensions may not be changed by crushing or other methods. Grinding where the motor can is soldered to the motor bracket is permitted.
- 3) Factory armature timing must remain unmodified.
- 4) Endbells may not be removed and reinstalled.
- 5) External clip-on motor heatsinks and commutator arm-shaft mounted coolers are allowed.
- 6) The armature shaft on the endbell side of long-shaft JK Hawk Retro motors **may not** be cut or shortened.

Motor Protest Procedure

Any competitor racing in the same class/race as another competitor may protest another racer's motor. The protest **must** be filed with the official in charge of event **before the completion of the race in which the suspect motor is being raced/used.**

The fee for protesting another racer's motor is **\$40.**

The protest fee must be paid in cash immediately after the race finishes.

At the conclusion of the race, the protested motor will be removed from the car by the Race Director or in front of the Race Director, and the motor will be marked and sent the IRRA[®] Motor Chair or his designee for teardown and verification.

The race results will stand, to be amended later if the protested motor is found to be illegal and out of spec.

The IRRA[®] BoD will be notified of the results of the motor inspection and verification process and will release an official statement of the findings within ten days. Said statement may include notification that the racer using the illegal motor was found in violation and subject to the provisions of the Exclusion Clause of the IRRA[®] rules: "Clear violation of the motor-tampering rule will result in the racer being excluded/suspended from future IRRA[®] Premier Events for a period of one (1) year. Multiple infractions may result in permanent exclusion from IRRA[®] Premier Events. The racer will be disqualified from the event and future events until reinstated by IRRA[®] officials."

If the protested motor is found to be illegal and out of spec, the protester will get his protest fee returned in full.

If a protested motor is found to be legal and in spec, the motor's owner will receive the \$40 protest fee.

Note that the Race Host, Race Director, and/or Tech Inspector have the right to protest a competitor's motor at any time during the contested class, without payment of any fee.