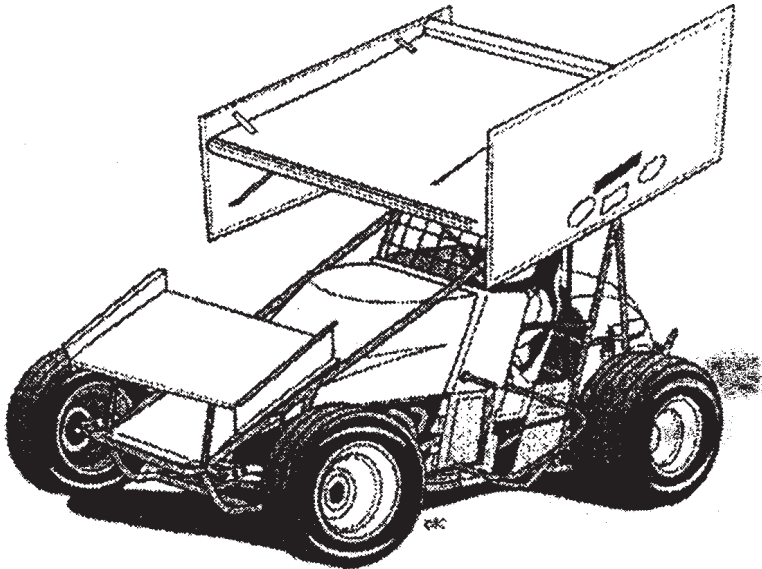




# 2014 Rule Book





# **2014 IRA OUTLAW SPRINTS**

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IRA Excess Member Medical Insurance is provided by K&K Insurance. It provides IRA “GOLD” members an additional \$250,000 in medical coverage over the top of their own personal coverage (first), and the required track participant coverage (second). The member policy would be in place after the first two options were exhausted.

## **SPIRIT OF THE RULE**

Although every effort has been directed towards complete, understandable, and correct rules, IRA can't possibly anticipate every situation, circumstance, or interpretation. With this in mind, we must refer to the SPIRIT OF THE RULE. Spirit of the Rule means very simply, the intent of every rule and classification. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should NOT be assumed to be legal under the SPIRIT OF THE RULE. SPIRIT OF THE RULE will be the final criteria by which rules will be interpreted and enforced.

## **RULE BOOK DISCLAIMER**

The rules and/or regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR A COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The IRA President shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the IRA Officials.

## CAR AND DRIVER SPECIFICATIONS

**ENGINE:** 410 cubic inch maximum (a slight clean up tolerance not to exceed 4 cubic inches may be deemed legal). No double overhead cam engines, no titanium cranks or rods, no super or turbo chargers. One spark plug per cylinder, two valves per cylinder. Oil pan inspection plug suggested as pans without plug may be subject to removal. Engine must be mounted inline, no offsetting permitted. An engine pumping over 414 will be declared illegal, at that point you would be given opportunity to pull head for measurement to prove otherwise. **Fuel Injection**, maximum of 3" inside bore diameter measured on the fuel injection body at the butterfly. Butterfly and shaft models only. **ALTERNATIVE ENGINE OPTIONS** include the 2011 approved A4MP LS7 program, and for 2014 the LS7 EFI (trial basis only) though needs preapproval by IRA prior to competition. **NOTE**, an engine may be pumped, and/or inspected, at any time per IRA Official's discretion. If an engine is deemed to be illegal, the car will be disqualified with forfeiture of points or money earned. Suspension may be considered.

**FUEL:** Methanol (or Ethanol) based fuel only. No performance enhancing additives allowed. Fuel can be checked at any time. Fuel Bladders are mandatory. No carbon fiber or composite material shells allowed. IRA reserves the right to send samples out for more comprehensive testing if deemed necessary. If illegal, penalty will result in disqualification and forfeiture of points and money earned.

**NO SPECIFIC TRACTION CONTROL DEVICE allowed.** IRA reserves the right to inspect, test, and impound any electronic or other device on the car, including but not restricted to, ignition systems, ignition boxes, wiring looms, and/or tachometers. If found illegal, disqualification and forfeiture of points and money earned, **PLUS** severe suspension likely.

**TIRES:** Hoosier 4 corner rule, 16" H15, H20, or Med RR, and 15" H12, H15 LR. No preps or softeners. Only tires purchased from IRA's Gleason Equip will be considered for rebate. Cars will not be allowed to race with flat LR, RR, RF. (or LF if off the bead).

**WHEELS:** Aluminum or steel only. Max width is 18" RR, 15" LR

**CARS:** Must resemble traditional sprint car design. Anything different (including body panels, bumpers, nerfs, etc) must meet pre-approval from IRA officials prior to competition, or risk disqualification. Any car deemed unsafe by IRA officials will be denied competition at any time, including attempting to re-enter the track from the work area.

**CHASSIS:** Roll cage must be of 4 post design. Wheel base no less than 83" and no more than 90". No elliptical tubing used on or as part of main structure. The following measurements are minimum suggested material: 4130 normalized.

Top Rails: 1 ½ x .095, Bottom Rails: 1 3/8 x .095 or 1 ½ x .083,

Roll Cage Uprights: 1 3/8 x .083, Roll Cage Top Cross Member: 1 ½ x .095,

Upper Rails: 1 3/8 x .083, Rear End Safety Bar (mandatory): 1 x .083 or 1 ¼ x .065,

Brace: 1 ¼ x .065 **NO additional anti roll/weight transfer bars on the race car.**

**WEIGHT RULE:** Cars must weigh a minimum of 1400 lbs, including the driver. Cars can be weighed at any time. If a car fails to meet that requirement it will be considered last in that specific event with no further penalty. A car can cross the scales no more than twice to determine weight, unless requested by IRA Official. Any bolt on weight or ballast must be painted white with car number displayed on it. Bolt on weight must be securely fastened (to the satisfaction of IRA Officials) between the bottom frame rails and axles but mounted no higher than the upper rails.

**TOP WING:** Center Foil maximum size is 25 square feet with a maximum width of 60 inches. **Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed. Center Foil top is to be flat from front to back and side to side.** Center Foil is to be sheathed in aluminum. **Vent holes, dimples, ridges, etc are strictly prohibited anywhere on the wing. Maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the Center Foil. No built-in wicker bills or gurney lips allowed.** The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. **Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only. Center Foil thickness can't exceed 9 inches. Underneath side of Center Foil must appear to be continuous smooth arc with no recesses, concaves, or protrusions.** Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber, or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires. **No foils or rudders will be permitted anywhere on the top wing.**

**Side Board Panels:** Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face air stream. Only rectangular, round, or oval metal braces not exceeding 1" in width may be used. No aero section side panel brace material allowed. No brace support shall resemble a wicker bill or a split wing. Top wing sideboards maximum size is 72" long and 30" tall. Panels must be of 1 piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2" of material on the front or rear of panel and no more than 1 1/4" on the top or bottom. Panels must be mounted parallel and square to the center foil with no more than 1 1/2" of turnout as measured from the Center Foil. Only 2 corners on the 2/3 of each top wing side board will be permitted. Each corner shall be set at a 90 degree angle with no tolerance. The leading edge of the side board may not be behind the leading edge of the Center Foil.

Nose Wing side boards maximum size is 12" tall and 26" long with no more than 1" overhang from the center foil front edge to the side board front edge. Side boards may have front, back, and top turnouts of no more than 1/2". **Panels must be mounted parallel and square to the Center Foil with no more than 1 1/2" of turnout as measured from the Center Foil.**

**Nose Wing:** Center Foil maximum size is 6 square feet with a maximum width of 36". Center Foil shall be fully sheathed in aluminum. No vent holes allowed. 1" wicker bill allowed on any front wing. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20". The Center Foil front edge must remain at least

1" behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat. Center Foil must be one piece. No split or bi-wings allowed. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber, or other similar material may be used in the basic framework of the wings. The nose wing must not extend beyond the outside of the front tires. The nose wing may not be cockpit or driver adjustable while the car is stationary or in motion. No moving parts allowed on or in foil structure. The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5" straight edge, the belly at 2 1/2" from the rear of the foil may not be deeper than 3/8". There is zero tolerance on this 3/8" depth. It is suggested that the wing blueprint specify 11/32" depth so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8" specification. (This 3/8" measurement ensures that the belly/curl arc is gradual). The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point no further back than 12" from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2". The foil thickness can't exceed 3.6" (5" for flat center foils). No rudders or fins on nose wings.

**BRAKES:** All cars must be equipped with the minimum of 2 brakes, one front and one rear. Only steel, aluminum, titanium, or carbon fiber brake rotors allowed. Cars knowingly without working brakes will not be allowed to race, or resume racing.

**SHOCKS:** No cockpit adjustable shocks

**MUFFLERS:** IRA allows either the Schoenfeld or Rocket #112535, or Schoenfeld #14272735-78 at venues requiring mufflers. Mufflers need to be welded, thru bolted, or attached by approved clamp system (King). Loss of muffler will result in a black flag or disqualification (to last place) for that event.

**FRONT AXLES:** Steel only. Minimum sizes 2" x .156, 2 1/4 x .120, 2 3/8 x .095 **Note**, front axle tether systems will likely become mandated in 2015 (newly mandated by WoO & Knoxville for 2014). These systems are strongly suggested.

**DRAG LINK:** Drag links must be tethered to the frame. Captured steel heim ends and a 1" diameter steel construction with .058 sidewalls are suggested for drag links and tie rods.

**DRIVELINES:** Drivelines must be completely enclosed and must utilize a torque tube and/or strap restraint. Carbon fiber torque tubes are legal. IRA **STRONGLY** urges the use of a driveline containment system. Driveline u-joint scatter shields, steel torque ball housings minimum .120 thick and/or torque ball u-joint containment blankets are again **STRONGLY encouraged and suggested**.

**FLOOR PAN:** Steel or aluminum only. Wedges and/or foils underneath the race car will not be permitted.

**TORSION BAR:** No cockpit adjustability. **Stop & arm locks are required on front.**

**BUMPERS & NERFS:** All rear bumpers must be steel, minimum 1" diameter and minimum .065 thick. The front bumper must not extend more than 8" from the frame and/

or the measurement from the center of the front axle to the front bumper must not exceed 23 ½". **NOTE, anything designed beyond "chassis mfg normal" must be pre-approved by IRA prior to competition.**

**BODY SIDE PANEL:** Right side panel must have a minimum opening of 10" x 21". Maximum distance from the frame is 7". Radius rod protectors are permitted, the maximum protector vertical opening will be 10" in height by 24" long and it must NOT extend more than 3 ½" from the outside edge of the bottom frame rails. A 11/2" wide by 20" long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees. Elbow room alterations must be limited to the area between the roll cage and not be designed to trap or deflect air in order to gain a competitive advantage. All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material. **We suggest any panel, hood, radius rod protectors, fume deflectors, etc beyond the normal appearance be pre-approved by IRA Officials.**

**SEATS:** FIA and/or SFI rating **STRONGLY RECOMMENDED**. Seat mounting to be done per manufacturer's recommendations. All seats are **STRONGLY SUGGESTED** to meet SFI 39.2 specifications. The driver's left side headrest must extend at least 4" forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding. A approved driver's cockpit net, see IRA Officials for updated list, is **STRONGLY RECOMMENDED** for the left side if the helmet headrest / helmet surround is less than 7" forward from the back of the seat. The net should be a minimum of 3 ribbons and meet SFI 37.1 specifications, installed per the manufacturer's specifications.

**HEAD & NECK RESTRAINT SYSTEMS: STRONGLY SUGGESTED.** Devices should meet SFI 3.3 specs, and be installed per manufacturer's instructions.

**SEAT BELTS:** Each car will be equipped with a minimum of an SFI 16.5 or SFI 16.1 approved restraint system, and be within the 2 year expiration date from manufacturer. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. Seat belt material should not be allowed to come in contact with any sharp or metal edge, including when the belt passes through the seat.

**DRIVING SUIT:** The driver's suit should be constructed of multi-layered fire retardant material of SFI rating 3.2A/5 or above. Fire retardant gloves and shoes are mandatory. Nomex (or equivalent) underwear, socks, head sock and/or head skirt are also **STRONGLY RECOMMENDED**. Arm restraints are also **STRONGLY RECOMMENDED**, as are knee pads and/or protection around or near steering box.

**HELMETS:** All drivers **ARE REQUIRED** to wear a full face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or valid SFI 31,1/2005/2010 label.

**ROCK SCREENS: STRONGLY SUGGESTED**



**RaceCeiver RADIO: A WORKING** RaceCeiver Radio is mandatory, channel 454.000. Failing to have a working radio, or disobeying a IRA Official's voice command can lead to disqualification and forfeiture of money earned.

**BATTERIES:** No batteries other than those in RaceCeiver are allowed.

- **NO MIRRORS, radios (other than RaceCeiver) or communication equipment allowed.**

- **No hollow or drilled out bolts**

**UNSPORTSMAN-LIKE CONDUCT:** While IRA understands that auto racing is a highly emotional sport, we understand that good sportsmanship is the cornerstone of any race program. This must include respect for all participants, IRA Officials, track ownership & staff, push truck & wrecker crews, fans, and sponsors. While we understand the emotion, IRA will not tolerate public displays of poor sportsmanship, stopping your race car on the track to dispute a call or scoring placement, fighting, harassment, or verbal abuse. Threatening or obscene gestures and/or language aimed at an official or competitor, rough driving, fighting, pushing or assaulting an official, or destroying IRA property can result in disqualification, forfeiture of money, banishment from premises, probation, and/or suspension. In case of suspension, if a number of race dates are handed out, rain-outs do not count. If money has been paid prior to an infraction of any kind and a penalty assessed, the money **MUST BE** returned to IRA prior to any further competition with the IRA. Drivers and owners are responsible for the actions of their crews. Entering another racer's pit stall in an aggressive manner is already a fault and in situations where problems escalate because of it will have that taken into consideration, thus stay out of other competitor's pit stalls. The IRA can not control situations where the track ownership bans individuals from future IRA events at their facility due to poor prior conduct at that venue, nor are we above the law if trouble escalates to that point. It should be noted that team members whose car is not on the scales, or in the work area... **HAVE NO BUSINESS BEING IN THOSE AREAS!** In closing, sportsmanship does not just pertain to activities at the track. Remember what you say, or type, has meaning and what you do has consequences, such as having your IRA member(ship) in good standing revoked, so please think before you lash out.

- **No alcohol, or illegal drugs may be consumed by a driver before or during an event. We reserve the right to have the track medical staff determine if a driver, who we may suspect of doing either, be fit for competition.**

- **Parents are responsible for their minor children's actions and safety whom they sign a release for to gain entry to the pit area. The pit area is considered a restricted area.**

# PROCEDURES

## 1. PACKING

This is the responsibility of ALL cars to participate equally. Failure to do so may result in a penalty.

## 2. ONE PUSH-OFF PER RACE

You are allowed only one push-off prior to the start, or restart of any race. If you require a second push-off you will go to the tail. **However**, If prior to starter giving 1 lap to the green signal, on a red flag restart, if a car stops in front of a specific **INFIELD IRA TRACK OFFICIAL (not work area)** for a safety issue, such as seat belts, and the driver can fix problem in a timely manner himself (without getting out of the car), he will be given his spot back.

**3. QUALIFYING:** All cars are to take their qualifying laps in order of pill draw. Late arrivals that miss pill draw (closed at drivers meeting) qualify at the end un-penalized. If qualifying has already concluded, late arrivals will tag an assigned heat. Cars that miss their assigned qualifying order by more than 3 cars will be penalized and receive one lap at the end. Cars which push-off for a qualifying attempt but do not take the green will also be penalized and will get a one lap attempt at the end. Cars penalized, unless winning their heat, will not be part of the A-main redraw. If they do win their heat they will start last of the redraw cars. If you spin or stop on either your pre-green, green, or white lap, you lose a lap without penalty. One push per lap. While IRA typically has single car qualifying, it reserves the right to do multi-car electronic qualifying in circumstances where IRA Officials deem necessary.

## 4. HEATS

Heats are lined up based on qualifying times, typically inverting six. Number of cars designated for transfer will be based on car count and determined at Driver's Meeting.

Note: If qualifying is not held, the 2009 IRA passing point system will be utilized.

## 5. B-MAIN

The B-Main consists of the cars that have not transferred through their heats. The line-up will be straight up, no inversion. The number of cars designated for transfer will depend on how many heat transfers were taken and A-Main starting field number. Top 2 B-main finishers get their time back with best starting position being 11th (if 10 in redraw). B-Main transfer cars finishing 3rd on back tag the back of the A based on B-main finish.

## 6. A-MAIN

The first five rows (based on 4 heats) will be the heat winners and the next six top

qualifiers that transferred through their heat, inverted by time. The fastest qualifier that transferred will draw a number between 2 and 5. This will determine the invert for the top 5 rows. The rest of the field will be the transfer cars straight up by time.

## **7. LINE-UPS**

Heat line-ups are made by taking the fastest (typically) 6 cars per heat and inverting them. For example: if 4 heats are being run, the fastest 24 qualifiers make the heat race inversion with the fast qualifier designated for third row outside of the FIRST heat, second fast to start third row outside SECOND heat, etc. Using this scenario, cars timing in 25th on back will be added to the heats beginning with 25th fast starting the first heat fourth row inside, 26th quick fourth row inside second heat, etc.

Changes in event line-ups will be handled in this manner. If a car scratches before the race is pushed off (not started, but pushed off), a new line-up will be made. If a car fails to answer the call for a race for which it is scheduled and the other cars in that race have been pushed off, the line-up change will be handled in this manner. If the car which is absent was to start on the inside of a row, the inside row only moves straight up filling the vacancy left by the scratched car.

If the initial green for a race is waved and an incident occurs which brings a yellow or red and some cars are unable to restart, the inside and outside rows move straight up to fill the vacancies left by missing cars. If following a multi-car first lap melee, an inproportionate number (more than 3) inside vs outside, a new line-up can be made to re-align field.

## **8. ALTERNATES**

The alternate for the A-Main only will be pushed off with the A-Main field and will participate in the parade laps at the back of the field. If all A-Main cars answer the call and are pushed off and running, the flagman will wave off the alternate one lap prior to the one lap to the green signal. If someone fails to get started for the A, the rows would move up to fill the vacancy and the alternate would start on the last row, either inside or outside, depending where the scratched car was to start. The scratched car will not receive A-Main points or money, actually swapping B-Main points with the alternate.

Once the initial green is waved, even if a lap is not completed, the field will be deemed complete, and no alternate will be added to replace damaged cars.

Note: There will be an alternate for the A-Main ONLY.

## **9. STARTS**

The leaders will bring the field to a designated spot (cone, white line, etc.) exiting the fourth turn on the track at a moderate pace SIDE BY SIDE, rest of the field NOSE TO TAIL. When this spot is reached, the leaders must accelerate, the remainder of the field may also accelerate at this time.

## **10. SCORING**

The entire field has to complete a lap before a single file restart occurs. IRA utilizes "split yellow" scoring. When a yellow or red flag is waved, scoring terminates. However, that lap will count and cars that were scored will be lined up as such, providing two or more cars have crossed the line with the remainder of field being lined up according to previous lap scored. Cars involved in an incident will tag the field. On restarts, the entire field must cross the line before the lap will count. IRA uses RaceCeiver radios and teams are expected to use them for directions regarding position from the tower, a penalty can be issued for failure to use a radio.

## 11. LUCKY DOG

Beginning 2007, IRA has adapted the NASCAR style Lucky Dog procedure. This will be used in the A-main only. The lead car a lap down when a yellow, or red comes out will be allowed to move to the tail of the field and get his lap back. We must get another official scored lap in before another Lucky Dog can be awarded. This rule holds true for A-mains only. IRA reserves the right in heats and/or B-mains to move a "slow" moving lapped car(s) to the tail on restarts, that car would remain lapped.

## 12. LINING UP FOR SINGLE FILE RESTARTS

When the yellow flag is waved, pull up to the car directly in front of you, whether it be lapped or not and form a single file line, nose to tail. Officials will correct the line-up when they receive it from the scorers. Drivers who fail to get into a single file order or do not go to assigned spot by officials will be sent to tail of field or disqualified. Lapped cars remain in line. NEW, if a yellow or red should wave within the last 5 laps of the A-main, lapped cars will be moved to the tail of the field, there will be no lucky dog and those cars will be considered lapped.

## 13. RESTARTS

The IRA uses a restart cone on the front-chute, the leader can pick up throttle anywhere he chooses between the 3-4 apex (not in 3) and the initial start chalkline/cone near turn 4. The leader sets the line and everyone needs to follow that line (within reason) approaching the cone. All cars need to go single file on the outside of the cone before passing cars. Anyone knocking the cone down, going inside the cone, or passing before the cone will be penalized 2 positions for the infraction and/or 2 positions for every car passed by doing so in cases where a YELLOW ISN'T THROWN AT TIME OF PENALTY, the penalty is then assessed at next race stoppage, or conclusion if no prior stoppage. Being side by side at the cone, even though not truly passing for position CAN be ruled a pass (jump). Cars are to be nose to tail until passing thru the cone.

## 14. JUMPING STARTS

On the races initial start, if the front row can't work together and get an even start at the specified starting area, one or both offenders will be penalized.

If a car further back gets out of line, not nose to tail, prior to the front row accelerating, it can be considered a jump. A 2 car penalty will be assessed upon an immediate yellow for the infraction, or a 2 per car jumped penalty will be assessed at either next race stoppage or conclusion, whichever comes first.

## 15. 360 SPIN RULE

IRA frowns upon 360 spins, particularly in traffic. **IF A IRA OFFICIAL BELIEVES THE SITUATION TO BE UNSAFE or hinders other cars**, a yellow will be called and the car performing the 360 will be put to the rear. The 360 car can also be considered involved if its' 360 caused an incident that forced a yellow. **IF A IRA OFFICIAL DOES NOT BELIEVE THE SPIN TO BE EITHER UNSAFE OR A HINDERANCE TO**

**OTHERS, NO YELLOW WILL BE CALLED.** Yes this is a discretionary “gray” area, though IRA will do its best to be consistent in how these are called. There is no perfect scenario.

## **16. TWO YELLOW RULE**

Any driver who causes two yellows in any race (unassisted) will disqualify himself from the remainder of that particular race. The car will be brought to the pit area and not restarted. Assisted is any incident in which more than one car needs to be repushed, or any single car which spun due to obvious contact from another. Additionally no car can be involved in any more than three race stopping incidents of any combination, assisted or unassisted, and be restarted in any one race.

## **17. WORK AREA**

Two minutes in the specific designated work area will be granted to any car causing or being involved in a race stopping incident, when possible. However the work area will be closed after halfway of any heat, and after 30 minutes (without refueling opportunity) in any A, and additionally in situations involving curfew, time, etc.. The two minute clock starts when the car, or last car in multiple car incident, arrives in the work area. The work must be completed within the two minutes AND appear safe for restarting in the opinion of IRA work area official. Any car returning to a race from the work area which purposely causes its’ own yellow in hopes of returning to the work area to further repair car will be not be allowed to restart. Fuel may not be added during a work area yellow or closed red. If the work area clock has been started, and another car should then enter the work area, that additional car(s) will not be given two minutes of its’ own, but only be granted the remaining clock time of the original work area car as it is not that car’s yellow. There is no work area clock prior to the initial start of any race, cars must be ready to start race when tower and flagman are ready.

**IRA RESERVES THE RIGHT TO CHANGE WORK AREA ELIGIBILITY,** (possibly only allowing cars with flat tires or that were involved in a contact incident to enter), with advance warning prior to any race.

## **18. BEHIND THE PIT WALL**

A car can go into the pits for repairs during a red flag stop, however, it must be back on the track prior to the 1 to the green restart flag, and start on the tail. A car can rejoin a race after another green flag has been thrown, only if another yellow or red occurs and another lap has yet to be scored.

## **19. INCOMPLETED RACE**

In an event where the feature race is stopped before its posted lap completion, it will be deemed an official race if more than half the distance has been completed. If a race is stopped prior to that point, all A-MAIN cars split the purse and each A-MAIN car receives 30 points.

## **20. 4 WHEELERS & PIT CARTS**

No 4 wheelers & pit carts are allowed beyond push-off area or on the track during an event unless specifically approved by IRA officials. PENALTY for noncompliance is loss of spot and car goes to the tail.

## **21. DRIVER/CAR SWAPPING**

Drivers are able to drive a car other than the one they signed in (drew qualifying number for). If this occurs after the close of pill draw, the new car/driver combinations will qualify last. No driver can qualify more than one car. A driver may race a car other than the one he qualified, though, by changing cars, the car first driven will be automatically scratched for the remainder of the events. All driver changes must occur prior to the start of the B-Main. If a car/driver combination did not receive a qualifying time, they must start their heat from the back. If this new combination transfers through their heat, they will start the A-Main from the back. Same holds true if they fail to transfer out of their heat, they must start the B-Main from the back. New car/driver combinations can still take place following heats, however, no matter if the car transferred into the A-Main with another driver, it gives that up, now, the new driver must run the B-Main with hopes of transferring and start from the back of the B-Main. No driver can start the A-Main without earning a starting position himself, either by transferring his latest entry through either a heat or the B-Main. Remember once a driver leaves his original entered car to drive another car, the original mount is scratched with no track points earned. A driver can not start the A-Main in a car he himself did not transfer into the A-Main, either through a heat or B-Main. Same holds true for unassigned back-up cars. Once the initial green flag of any race waves, even if a yellow or red flag comes out prior to completing a lap, no car/driver changes will be allowed for that particular race.

## **22. BACK UP CARS**

Specific back up cars (cars not drawn in) are allowed prior to qualifying without changing qualifying order. No back up cars allowed once qualifying attempt made with original entry.

## **23. FIGHTING** (see Unsportsmanlike Conduct)

## **24. HAVE FUN RULE**

Have FUN and be safe. We all come out to the races because we enjoy it. Don't let YOUR bad luck or foul mood ruin the positive racing experience of others.

## **FLAGS**

**GREEN:** When the green flag waves, it constitutes the beginning of a race, even if the initial lap is not completed.

**BLACK:** Pull safely OFF the track, leave the racing surface without causing a yellow. Something is wrong with your car that is jeopardizing the safety of yourself and your fellow drivers. Failing to acknowledge a black flag is automatic disqualification.

**YELLOW:** Proceed with caution, DO NOT PASS, pull directly behind the car in front of you forming a single file (nose to tail) line to await the restart line-up. When a yellow is shown, scoring has stopped. Do not race back to the start/finish line.

Note: If your car comes to a stop, even though no contact was made in an incident, you will be considered involved and be put to the tail. If your car loses something which causes a yellow, if the part lost doesn't break any other rule, you can restart on the tail. If debris from another car becomes hooked to yours causing a dangerous situation, the yellow will come out, your car will be stopped to have the debris removed, you will get your spot back and if it can be determined whose car created/or lost something to cause this yellow, that car will be put to the tail. If your car is involved in an incident or stops on the track causing a yellow, you will have 2 minutes (if work area is open) from the time the car arrives in the designated work area to make any necessary repairs. If this can't be completed you will not be able to rejoin that race. Designated work areas are off the racing surface and crews are not allowed to work on the car until it is in the work area. If work begins before the car is in the work area the car will be disqualified.

**RED:** The race is being stopped, slow your car down and bring it to a stop on the racing surface. DO NOT drive through a RED crash scene, doing so can result in a penalty. If contact is made and your car comes to a stop because of it, you are considered involved. Spinning to avoid a red situation also unfortunately may be considered being involved and in both cases you will restart at the tail.

Red flag condition will be considered **A CLOSED TRACK** unless otherwise stated by IRA officials. The track will be opened to crew members **ONLY IF** it is going to take a considerable amount of time to clean up the incident and **ONLY AFTER** all cars are in the work area.

Cars involved in red will be allowed to go to work area/hauler to be worked on, but must ready when tower indicates field is ready to restart.

Any time there is an open red, time will start over from 1 with the first car pushed off. (check your fuel) IRA will use a standard of 40 minutes of running time before considering refueling.

**OPEN RED: NOTE: 4-WHEELERS ARE NOT ALLOWED ON TO RACE TRACK DURING RACE,** driver will be penalized and sent to tail... Push trucks will bring cars back to work area as soon as possible. Crews may wrench cars, add fuel, tear-offs, etc. however; **TEAMS ARE NOT ALLOWED TO REMOVE A TIRE, OR TIRES FROM VEHICLE FOR ANY REASON.** Doing so will result in a penalty and sent to tail of field. If car is not ready when a push truck arrives at your car for push-off after a red you may be penalized and sent to tail.

**WHITE:** 1 lap to go before the completion of a race. If a yellow or red flag is needed on this lap, when racing resumes there will be a GREEN, WHITE, CHECKERD, finish.

**CHECKERED:** The race has been finished.

**YELLOW/CHECKERED (both):** An incident has occurred on the track after the checkered has been shown to the leader or already waved. The cars crossing the line prior to the

yellow light or flag being waved will be scored as finished, the remainder of the field will be scored from the previous lap, except for the cars involved in the incident, they will tag the last scored lap. Weather, curfew, or track conditions can also cause a yellow/checkered.

**RED/CHECKERED** (both): Same as yellow/checkered, however, the incident is more severe and cars need to stop immediately and follow normal “closed” red flag procedures, the race is over.

## **PRODUCT AND POINT FUND ELIGIBILITY**

**PRODUCT:** To be eligible for any product given away at any event, a driver/or car owner must have purchased a IRA membership with insurance. The driver/or car owner must NEVER have competed in a non-IRA-sanctioned sprint event within the same state, on the same night as an IRA event was being held. Driver/owner is required to display required decals of sponsor/product for eligibility. IRA requires specific “series” sponsor stickers displayed on car, any car failing to display mandated stickers from any sponsor in designated location, will not be allowed to benefit from any funds that particular sponsor provides.

**POINT FUND:** To be eligible for the annual IRA point fund, a driver/or owner must have purchased a IRA membership with insurance; have competed in at least 75% of the completed events; never ran against an IRA sanctioned event, MORE THAN ONCE, in the same state on the same night as an IRA event and must be a member in good standing. Driver/owner is required to display required decals of sponsor/product for eligibility.

NOTE: There is a one time “grace period” for any driver/or owner who is an IRA member in good standing that meets all the above criteria. This “grace period” allows a driver/owner to miss remaining number of consecutive race nights because of a major crash, or a major engine problem, specifically, a blown motor that happens during a consecutive series of racing. These missed nights should not be deducted from the driver/owner’s 75% participation requirements. An IRA official must be made known of the severity of damage and/or driver injury, and the fact the “grace period” be started. This only applies at IRA sanctioned events.

\*Only 50% of the posted point money will be paid to owners & drivers who do not attend the awards banquet.

**TRANSPONDERS:** IRA will allow members the use of IRA supplied transponders for scoring purposes at no cost. Non-Members will be required to pay a \$10 administrative/transponder rental fee on a per event basis. The fee can be paid at pill draw or deducted from check at the end of the evening. ALL transponders MUST BE returned PRIOR at payout in order to receive a check. Any (member or non-member) returning a damaged transponder will be charged for the damage, replacement cost is \$150 for the transponder, and \$10 for pouch (our cost). It is the race team’s responsibility to properly secure their transponder.



## POINTS BREAKDOWN

**Show Up:** 60 (pts will be awarded on a rain-out if all teams have signed in)

**Qualifying:** 10, 8, 7, 6, 5, 4, 3, 2 (pts will be awarded to top 8) Note,  
the 8 who accumulate the most heat points in a passing point formula utilized in a non-qualifying format event will be awarded qualifying points.

**Heats:** 15, 13, 12, 11, (if 4 transfer), 10 for 5<sup>th</sup> if 5 transfer, 9 for 6<sup>th</sup> if 6 transfer

**B-Main Transfer:** 10, 8, 7 (and down 1 point for every B-Main transfer position)

**B-Main Non-Transfer:** 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

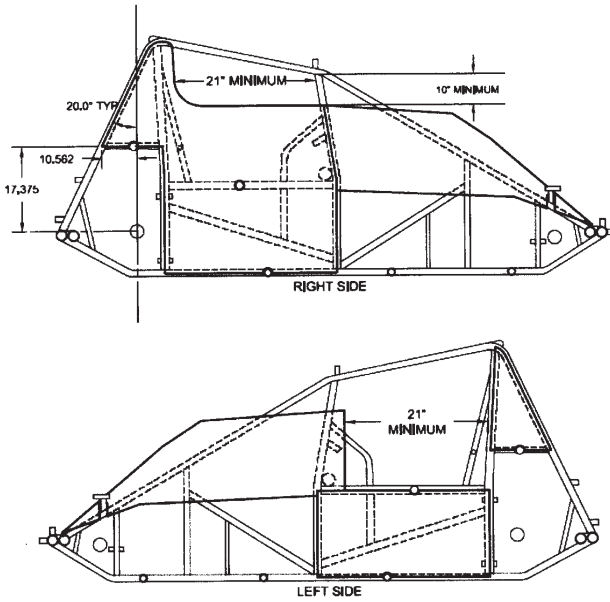
**A-main:** 65-1st, 60-2nd, 56-3rd, 52-4th, 48-5th, 45-6th, 42-7th, 39-8th, 36-9th, 33-10th, 31-11th, 29-12th, 27-13th, 25-14<sup>th</sup>, 23-15<sup>th</sup>, 22-16<sup>th</sup>, 21-17<sup>th</sup>, 20-18<sup>th</sup>, 19-19<sup>th</sup>, 18-20<sup>th</sup>, 17-21<sup>st</sup> on back

**PASSING:** 1 point will be awarded for each finishing position advanced from starting position in Heat and A-main competition. Starting position is determined on the original pace lap (not board line-up).

# Interstate Racing Association

For reference

## Diagram 1: Body Panel Configurations



## Diagram 3: Front Wing Configuration

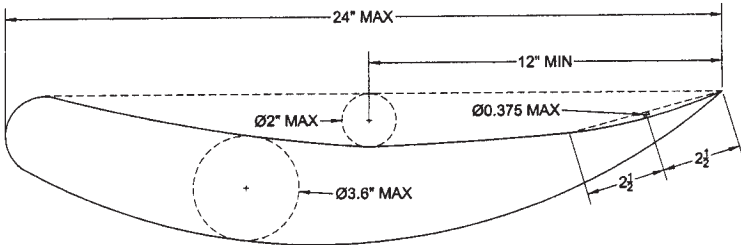
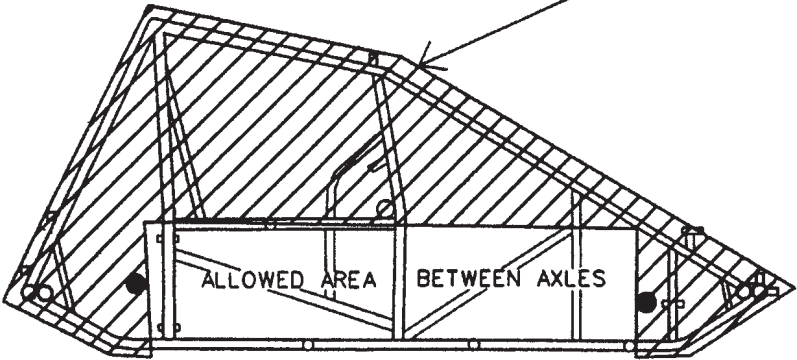


Diagram 5

NO BALLAST AREA



**Any ballast not encapsulated must be painted white and be identifiable by car number. All ballast must be approved by tech officials.**

**Must be between axles and frame rails.**



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