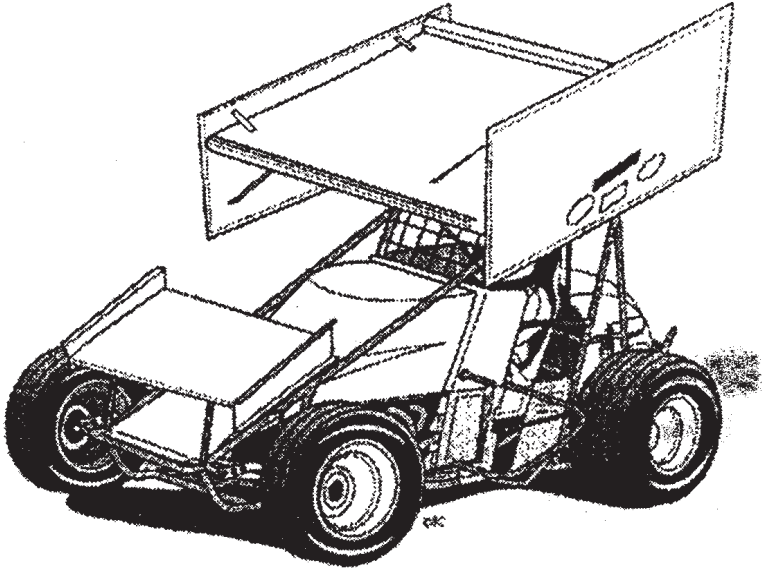




# 2011 Rule Book





# **INTERSTATE RACING ASSOCIATION**

## **2011 RULE BOOK**

**\*PRESIDENT.....STEVE SINCLAIR\***

**\*VICE-PRESIDENT.....KIM MOCK\***

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**For more information**

### **IRA MEDICAL INSURANCE**

Provided by K&K Insurance with a pair of policys. All competitors have \$50,000 in Excess Medical coverage. IRA members who signed up for the additional coverage have a second policy in place for an additional \$250,000 on top of the initial \$50,000, for a combined total of \$300,000.

## **SPIRIT OF THE RULE**

Although every effort has been directed towards complete, understandable, and correct rules, IRA cannot 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 the 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 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. **THEIR DECISION IS FINAL.**

## CAR AND DRIVER SPECIFICATIONS

**1. 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 is SUGGESTED, oil pans without plug may be subject to removal. Fuel injection - maximum of 3" inside bore diameter measured on the fuel injector body at the butterfly. Butterfly and shaft models only. No side plate or rotary barrels.

An engine pumping over 414 will be declared illegal, at this point you will be given the opportunity to pull your head for measurement to prove otherwise, you have one half hour after the request to do so.

### ALTERNATIVE ENGINE OPTION (New for 2011)

- Engines conforming to the Alternative 410 Motor Program (A4MP) will be allowed to compete in the 410 category with the same opportunity to earn points and prize money based on competition results.
- A4MP engines must conform to all 410 rules except as allowed, limited or required specifically under the A4MP specification. The A4MP group will publish, administer and enforce compliance to this specification with the assistance of race organizers.
- Each A4MP engine entered in competition must be built and/or certified by an engine builder participating in the A4MP program who is held accountable for compliance to the specification.
- Each A4MP engine repaired or rebuilt must be re-certified that it has not been modified in violation of the original specification.
- Any competitor entering an A4MP specification motor may be requested at any time during the event to produce the A4MP certificate showing compliance of the motor and matching the cylinder head and block designations of the motor entered.
- Post race inspections similar to those used for 410s may be conducted plus additional inspections as recommended by A4MP to verify compliance before prize money or points are awarded. These inspections are at the discretion of the race organizer.
- Tampering with engine seals or modification of A4MP engines in any other manner after the engine has left the engine builder is strictly prohibited and will result in penalties as determined by the organizer.
- Any A4MP engine may be inspected or protested by the process specifically designated to assure compliance to the A4MP specification.

Anyone who refuses to comply with this rule, destroys IRA property, or abuses IRA officials, **WILL BE DISQUALIFIED**, and all points and money earned for the event will be forfeited; money to be placed in the IRA point fund. If money has already been paid prior to the disqualification, neither driver or car owner will be allowed to race again with the IRA until money has been returned to IRA officials.

**No specific traction control device allowed.**

NOTE: An engine may be pumped or checked any time during an event per official's discretion. Oil pans should have inspection plug.

**2. FUEL:** Methanol based only. No performance-enhancing additives allowed. Fuel bladders are mandatory; No carbon fiber or composite material shells allowed. A fuel shut-off valve is strongly recommended.

IRA will use all and any means available to check and test fuel; specific gravity, lab tests etc. IRA officials can check fuel at any time during an event. If a car is checked and the fuel is found to be illegal prior to qualifying, you have the opportunity to drain your tank and be retested. If fuel now passes, you will be allowed one qualifying lap at the tail of qualifying with a penalty. If you miss qualifying, you can be retested and be assigned a heat race, starting at the tail. If your fuel tests illegal at the conclusion of the FEATURE, both car and driver will be disqualified and face the same penalty as an illegal motor.

**3. CARS:** Cars must resemble a traditional SPRINT CAR, hood, tail tank, top wing, etc... No aluminum or titanium frames... Wheel bases to be a minimum of 83 inches to 90 inches maximum, measured from center of wheel hubs. Drivers' seat must be bolted in 4 places, no DZUS buttons. A fully enclosed firewall must separate driver from engine compartment. For body panel configurations, see diagram 1 in back of book.

## CAR CHASSIS REQUIREMENTS

TOP RAILS: minimum 1-1/2" diameter X .095 thickness.

BOTTOM RAILS: minimum 1 3/8" dia. X .095 thickness or 1/2" dia. X .083 thickness

ROLL CAGE UPRIGHTS: minimum 1 3/8" dia. X .083 thickness.

ROLL CAGE TOP CROSS MEMBERS: minimum 1/2" dia. X .095 thickness.

UPPER RAILS: minimum 1 3/8" X .083 thickness.

REAR END SAFETY BAR: minimum 1" dia. X .083 thickness or 1 1/4" dia. X .065 thickness.

BRACE: minimum 1/4" dia. X .065 thickness

IRA recommends captured steel heim links on steering components.

**4. BUMPERS:** Rear bumpers, nerf bars, and front axle to be of steel only. Rear bumper to be a minimum of 1-inch tubing by .065 inch thickness. Front bumper will not extend more than 231/2" forward from the center of the front axle, or extend 8 inches from the frame. Bumper will not exceed the width of the frame.

**5. DRIVELINES:** Drive lines must be completely enclosed, also a torque tube hoop or strap is mandatory. Carbon fiber torque tubes are legal. Strongly suggest u-joint scatter shield.

**6. FLAT TOP WING:** Center Foil maximum size of 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 shall be fully 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. Maximum dimension of wicker bill may change periodically. 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 cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recessed, 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.

**7. FRONT WING:** (See diagram 3 in back of book) Center foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90 degree angles. Center foil shall be fully sheathed in aluminum. No vent holes allowed. No wicker bills or gurney lips permitted on center foil. Maximum distance from the center foil front edge to the front edge of the front axle may not exceed 20 inches. The center foil front edge must remain at least 1 inch 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 will be 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 wing. The front wing must not extend beyond outside of front tires. The front 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 inch 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 inch straight edge, the belly at 2 1/2 inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8 inch depth. It is suggested that the wing blue print specify 1 1/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8 inch specification (this 3/8 inch 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 inches 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 inches. Top foil thickness cannot exceed 3.6 inches. No rudders or fins on front wings. A 1" wicker bill will be allowed on any nose wing.

**8. SIDE BOARD PANELS:** All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used. No aero elliptical brace material permitted. No brace or support shall resemble a wicker bill or a split wing. Side Boards must be mounted square to the Center Foil and parallel to each other.

**FRONT:** Front side boards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge. Side boards may have front, back, top, and bottom turnouts of no more than 1/2 inch. Panels must be mounted parallel and square to the center foil with no more than 1/2" turn out.

**TOP:** Top sideboards maximum size, 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90 degree angle. This portion of the side panel's leading edge cannot be behind the center foil's leading edge. Panels must be of one- piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom. **All top wing side panels need to have 90 degree corners.**

**9. NO mirrors, radios or communication equipment allowed.** No computer-operated or controlled parts such as fuel injection, fuel system, chassis adjustments, etc. No cockpit adjustable shock or suspension controls.

**10. BRAKES:** All cars must be equipped with a minimum of 2 brakes, one front and one rear.

**11. DRAG LINKS/FRONT AXLES:** Drag links must be tethered to frame. Front axles to be STEEL only minimum sizes 2" X .156, 2 1/4" X .120, 2 3/8" X .095.

**12. WHEELS:** Maximum width right rear is 18 inches and left rear is 15 inches.

**13. TIRES:** Goodyear 100, 200, 300 RR & LR are mandatory. Factory durometer specs will be checked.

**14. MUFFLERS:** The 11" Schoenfeld or Rocket (#112535) will be the IRA mufflers. All mufflers should be welded on with 3/16" welds, through bolted, or clamped (King style). If a car loses a muffler, it will be black flagged and disqualified from that event.

**15. ROLL CAGES:** Rock screens, window nets, and roll cage padding are strongly recommended.

**16. DRIVER APPAREL:** Flame retardant drivers suit (SFI 3.2A/5), gloves, and shoes are mandatory. Nomex underwear, headsock, and/or skirt, and socks are strongly recommended. Full face SA SNELL 2005 approved or better helmets required. Arm restraints are strongly suggested and 5-point hitch with 3-inch wide belts are required and SHOULD be no more than 2 years old. Head and neck restraint systems are strongly encouraged; Kneepads and/or padded steering gear are also recommended.

**17. WEIGHT:** A car must weigh in at a minimum of 1400 pounds with the driver. Cars can be weighed at any time. A car may cross the scales no more than twice to determine weight, unless requested by series official.

Scales are available anytime for checking weight before program begins, with opportunity to add weight.

Bolted or added on weights or ballast of any kind must meet specs per diagram 5 in back of book. Any bolt on weight must be painted white and the car number must be on the weight. Loss of any bolt on weight during competition will disqualify the individual from that event. Bolt on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications.

No filling of nerf bars, bumpers, or frame. You cannot sacrifice safety for weight.

**18. WEIGHT RULE PENALTIES:** If a car is found too light at any time, your time and finishing position will be scratched and you will be given an opportunity to bring your car up to required weight.

Once you re-weigh and are pronounced legal, your car starts on the tail of all races.

If you still do not meet weight after two times across the scale, you will be disqualified for the night and lose all points and money for the event.

If a car is found illegal after the feature, you will forfeit your on track points and money for the A-Main.

19. Any car, at any time, determined to be unsafe by IRA officials will not be allowed to race.

20. RaCeiver radios are mandatory.

## **ORDER OF EVENTS AND RULES**

### **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.

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.

### **4. HEATS**

Heats are lined up based on qualifying times, always inverting six, no matter how many cars are designated to transfer. Number of cars designated for transfer to be determined at driver's meeting. Last Chance heats will be run to fill the field if car count requires.

Note: If qualifying is not held, the new 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.

Twin B's will be used whenever possible; car count will dictate.

### **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 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. LUCKYDOG**

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 located about 1 to 2 car widths from the outside barrier of the track. The flagman will signal 1 lap to the green. As the leader exits the fourth turn on that lap, he may fully accelerate anywhere between the turn 4 start line and the restart cone. **NO ON AND OFF THE GAS TACTICS BY THE LEADER WILL BE TOLERATED AND MAY RESULT IN A PENALTY.** The leader and the entire field **MUST** pass between the cone and the outside of the track. **NO PASSING IS PERMITTED PRIOR TO PASSING THE CONE.** The field needs to be tight **NOSE TO TAIL** and not allow gaps between cars. Hitting the cone or going on the wrong side of it will result in a penalty, however, committing this penalty won't necessarily result in a false start. If the leader commits this penalty a complete restart will be called for and he will be put to the tail. If a car other than the leader should either hit the cone or pass beneath it, a two-position penalty will be instituted (if we don't go yellow) when the next yellow or red interrupts racing, or at the conclusion if no interruptions.

## **14. JUMPING STARTS & RESTARTS**

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 **SIDE BY SIDE**, and or **NOSE TO TAIL**) as the front row accelerates, it will be considered a jump and may result in a two position penalty even if no cars were passed.

## **15. 360 SPIN RULE**

A 360 spin is just that, a spin. The yellow will come out as a spinning car is unsafe. The car will be sent to the tail for causing the yellow, or being part of an incident that causes

a yellow. The only time the yellow won't be thrown for a 360 SPIN is if the car is out of harms way and is running near the back of the field by the officials discretion.

## **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 the last five laps 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.

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

A car can go into the pits for repairs during an open 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**

No 4 wheelers 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**

Back up cars with the same number can be brought out prior to qualifying without penalty, thus keeping their qualifying order position. See Driver / Car Swapping.

## **23. ON TRACK PROTESTS**

Any driver who stops his car on the track to protest or initiate an argument may be disqualified.

## **24. FIGHTING**

Fighting WILL NOT be tolerated! Any driver deemed the instigator in any “physical” altercation will receive a suspension of 2-race dates minimum, rainouts do not count. In addition, the driver will forfeit any money and points earned that night. If payout has already been made prior to the incident, it must be returned before you will be allowed to compete with the IRA again. Drivers and owners are responsible for the actions of their crews.

Remember that we are not above the law and the IRA can not control any legal action taken against anyone involved in such incidents. The IRA also can not control situations where the track promoter bans individuals from his premises due to such incidents.

## 25. UNSPORTSMAN-LIKE CONDUCT

While IRA understands that auto racing is a highly emotional sport, it will not tolerate public displays of poor sportsmanship. Anyone who destroys IRA or race track property, abuses or threatens IRA officials, and/or enters the scoring tower to debate a scoring decision is subjecting themselves to either/or disqualification or forfeiture of earnings for that event, suspension, or banishment from the premises.

Blatant incidents of rough driving will be dealt with in a similar fashion.

Drivers and owners are responsible for the actions of their crews.

A racer's pit stall is his castle, stay out of other racer's area.

Drivers and owners can be disqualified at anytime by the IRA or by "track officials after consultation with IRA officials. Teams WILL conduct themselves as professionals!

### 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.

**IN CLOSED REDS:** 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.

**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, 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. 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.

## **POINTS**

Possible points per night; 65 A-main, 15 Heat, 10 qualifying, 60 show plus passing points in heats and A-main.

**SHOW UP:** Each driver that pushes off with the intent of taking a green flag in hot laps receives all 60 show-up points.

**QUALIFYING:** Top 8 receive points.

**HEATS:** Cars that transfer to the A-main through their heats receive points.

For example: 4 heats, 4 cars transfer; 3 heats, 5 cars transfer and receive points, plus all cars will receive passing points (1 point for each position improved from original starting position).

**B-MAIN:** Cars which do transfer to the A-main receive points; they are less than heat transferees and also less than non-transferring B-main cars. Cars transferring from the B-main will receive full A-main points. B-main chart below is based on 4 cars transferring, if more than 4 transfer, 5th place cars get 5 points, etc.

**A-MAIN:** If more than 20 cars start the A-main, positions 21 and up receive 17 points, plus passing points (1 point for each position improved from original starting position). In cases where the promoter chooses to add cars to the A-main, they will not receive A-main points, only money. Any car/driver starting on the tail of the A main due to no qualifying time will not earn passing points. The IRA prefers not to use provisionals.

Note, IRA will utilize specific “IRA ONLY” point system for Knoxville date.

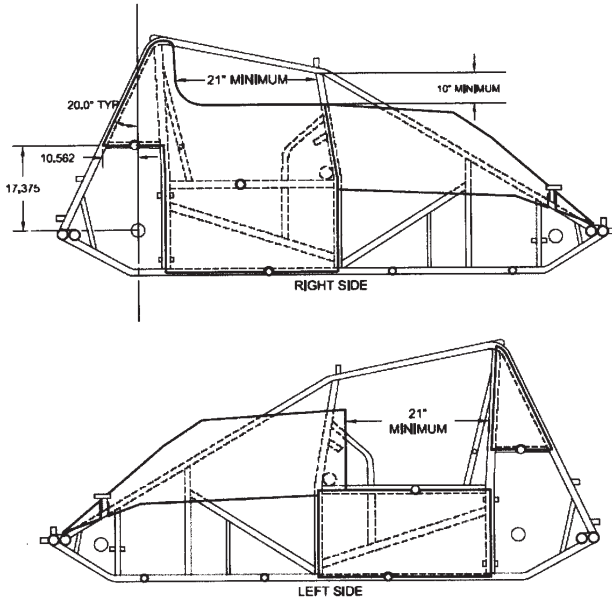
## POINTS BREAKDOWN

Qualifying	Heats	B-Main			A-Main
		3 Transfer	4 Transfer	6 Transfer	
1. 10	1. 15	1. 10	1. 10	1. 10	1. 65
2. 8	2. 13	2. 8	2. 8	2. 8	2. 60
3. 7	3. 12	3. 7	3. 7	3. 7	3. 56
4. 6	4. 11	4. 16	4. 6	4. 6	4. 52
5. 5	---	5. 15	5. 16	5. 5	5. 48
6. 4	5.10	6. 14	6. 15	6. 4	6. 45
7. 3	6.9	7. 13	7. 14	7. 16	7. 42
8. 2		8. 12	8. 13	8. 15	8. 39
		9. 11	9. 12	9. 14	9. 36
1 Passing point will		10. 10	10. 11	10. 13	10. 33
be awarded for each		11. 9	11. 10	11. 12	11. 31
spot advanced from		12. 8	12. 9	12. 11	12. 29
original starting spot in		13. 7	13. 8	13. 10	13. 27
the heats and A main.		14. 6	14. 7	14. 9	14. 25
Original starting spot		15. 5	15. 6	15. 8	15. 23
is determined 1 lap		16. 4	16. 5	16. 7	16. 22
prior to initial green		17. 3	17. 4	17. 6	17. 21
		18. 2	18. 3	18. 5	18. 20
			19. 2	19. 4	19. 19
			20. 1	20. 3	20. 18
					21-24. 17

(note, the highest finishing B-main non-transfer car gets 16, and it goes down 1 from there.)

# Interstate Racing Association

## Diagram 1: 2007 Body Panel Configurations



## Diagram 3: Front Wing Configuration

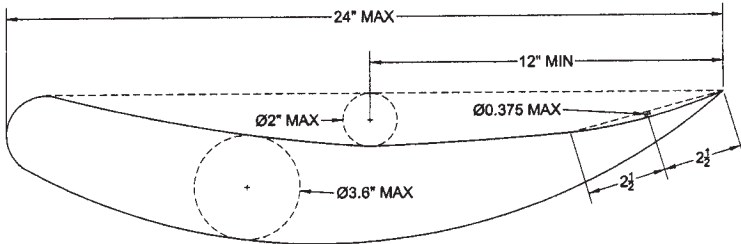
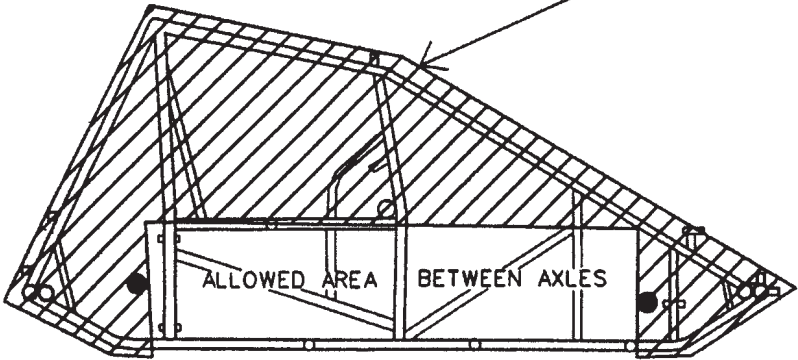


Diagram 5

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.**



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