

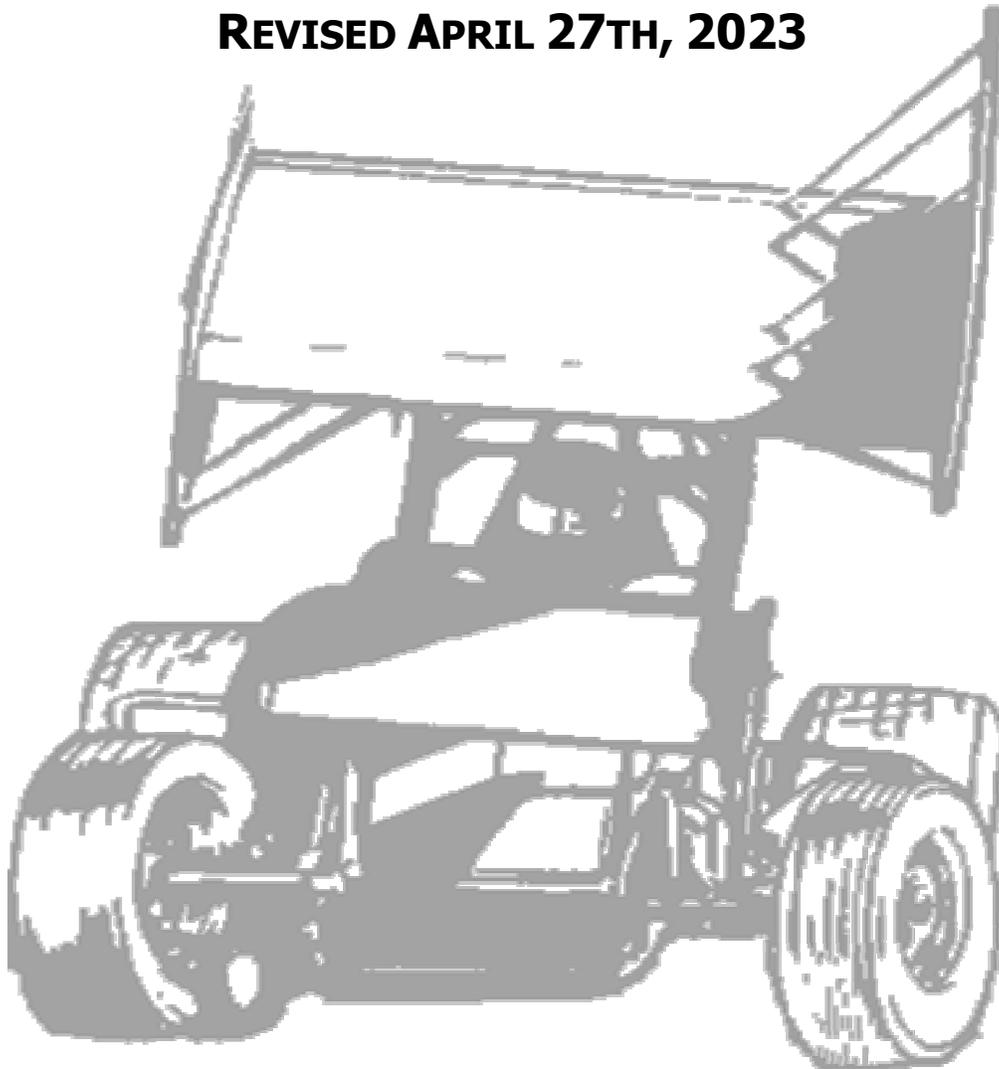


RULE BOOK

2023

VERSION 2

REVISED APRIL 27TH, 2023



NOTE: New in 2023 - No grace period will be given on the fuel cell requirement on Page 8. Any driver (member, local driver, or guest) wanting to race will need to have a midget/sprint style cell with flexible bladder or the RCI-1042C tank or they will not be permitted on the track

RULE BOOK DISCLAIMER

The IRA Lightning Sprints (hereinafter referred to as "ILS" or the "Association") is sanctioned by the Interstate Racing Association (hereinafter referred to as "IRA").

Although every effort has been directed towards complete, understandable, and correct rules, the ILS 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.

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 PUBLICATIONS 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.

ILS officials, IRA officials, and the Director of Competition shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements... **NO EXPRESSED 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 ILS Officials. Their decisions are FINAL.

Situations may upon occasion arise that are not precisely covered in this rulebook. Where applicable, the decision will default to the track and/or IRA and their decision is final. For all other situations, The ILS board members will make all rulings and interpretations of the rules included herein and these judgments shall be final.

Amendments and/or updates may be made to these rules at any time. No changes or additions will affect the intent or decisions based upon these rules prior to any amendments

ILS ORGANIZATIONAL STRUCTURE

The ILS Board of Directors consists of 5 members and 1 alternate

Director's terms of office are three (3) years.

Directors shall be elected at each annual election to fill the positions vacated by those whose terms have expired. The Alternate will be assigned by the highest vote recipient not elected to the Board. A new alternate will get elected each year. If a member participated in 50% of races, they are eligible to vote for board members.

The board shall share/assign responsibilities for the following duties:

- Point of Contact - Conducts official ILS activities and business.
- Treasury - Directs the IRA on how to disperse ILS funds held by the IRA and track balances, etc. in said fund.
- Stats - Keep and tabulate all driver points and stats during the racing season.
- Web/Social Media – Keep website and Facebook page up to date with news and results.
- Track Liaison – Coordinate with ILS tracks and establish yearly schedule.

The purpose of the Alternate Board member is to fill-in for any regular Board member not present when an issue surfaces or a club ruling is required. If all regular Board members are present, the alternate's vote will not be counted. The Alternate still participates in the discussions on rulings and board meetings so that they are kept informed about issues in the event that they are called upon to vote. In the event a regular Board member is unable to fulfill their duties, the Alternate will replace the departing Board member. The Board then may appoint a new Alternate for the remainder of the season.

A Director of Competition will be appointed by the IRA. The director does need to be a member of the board. The Director of Competition is responsible for race day operations including line-ups, tech inspections and weighing the cars. The Director of Competition will be in communications with the flag stand during the race and make decisions as to line-ups, starts and rule infractions. In the event the IRA appointed Director of Competition is unavailable, the Board shall appoint an alternate who will take on the duties and responsibilities of the IRA Director of Competition.

2023 ILS Board of Directors:

John Kirk – (815) 690-1919 (term expires end of 2025 season)

Ion Stear – (815) 560-7399 (term expires end of 2025 season)

Mike Neau – (262) 939-9791 (term expires end of 2023 season)

Larry Neau – (262) 939-2943 (term expires end of 2024 season)

Kevin Frederiksen – (414) 610-0378 (term expires end of 2024 season)

Nick Sheridan – (847) 772-2867 (Alternate - term expires end of 2023 season)

Board of Directors email address - ira.lightning.sprints@gmail.com

MEMBERSHIP AND GUEST REQUIREMENTS

Annual membership fee shall be established by the IRA. For the remainder of this document, paying the IRA yearly membership dues shall constitute being an IRA "Member".

To be eligible to earn championship points, the driver or car owner must be a Member of the IRA. Drivers must be IRA "GOLD" Members. Car owners can earn points toward the points fund with non-member/guest drivers provided that their car meets the season point fund eligibility requirements.

IRA "GOLD" Members will receive IRA Excess Member Medical Insurance provided by K&K Insurance. It provides an additional \$100,000 in medical coverage over the top of their own personal coverage (first) and then the track participant coverage (second). The Member policy would be in place after the first two options were exhausted.

Should a Member resign or be terminated, there will be no refund of any portion of dues paid.

Guests (drivers who have not paid the annual IRA membership fee) will be allowed to compete for a \$15 per event guest fee. The fee is to be paid at pill draw while signing in to an event and will be added to the year end points fund. The ILS reserves the right to waive this fee.

Guests may become Members by paying the IRA membership fee at any time. Guests will not get credit for points for the races run as guests before they are a member. No Exceptions.

Guests must comply with all ILS general, safety, and technical rules. Guests traveling from other Lightning Sprint organizations to race with the ILS may receive a waiver or a grace period on a case by case basis per the discretion of ILS officials and/or the Director of Competition due to rule variances between various Lightning Sprint organizations. It is highly recommended that a traveling guest contact the ILS in advance to discuss.

The use of Westhold lap transponders is mandatory – either purchased or rented. ILS requests members to purchase their own Westhold transponder. Renters will be required to pay a \$10 administrative/transponder rental fee on a per event basis. The fee must be paid at pill draw/sign-in. All rented transponders MUST BE returned at the conclusion of the race program in order to receive payout. Anyone returning a damaged transponder will be charged for the damage, replacement cost is \$150 for the transponder, and \$10 for pouch (IRA cost). It is the race team's responsibility to properly secure their transponder.

POINT FUND/ANNUAL AWARDS

Driver/car owner must be a Member to be eligible for Point Fund and/or Annual Awards.

Member/car owner must participate in 80% of ILS events that show-up points were awarded to be eligible for the year end points fund or annual awards.

With the exception of the ILS Champion and Rookie of the Year, the ILS Board of Directors will vote on the following special awards. If the Board cannot reach a consensus on the special awards, the award will not be issued.

ILS Champion:

Determined by the driver with the most ILS points.

Rookie of the Year:

Determined by the rookie driver with the most points. To be eligible for Rookie of the Year, a driver must have driven in no more than 4 Lightning/Mini Sprint races, in any prior year.

Most Improved Driver:

Given to the Driver who has demonstrated a marked improvement in driving ability and/or finishing position from previous years.

Hard Charger:

Awarded to the Driver who consistently tries to better their position on the track without endangering other drivers. The metric the board uses usually to determine this award is looking at total number of passes throughout the year in both heat race and feature competition.

Above & Beyond Award:

Given to anyone participating at an ILS sponsored event that takes on difficult and/or thankless tasks for the benefit of the club.

ILS Spirit Award:

Given to anyone who consistently demonstrates enthusiasm at ILS events and racing in general. They show up night after night to every ILS event but seldom finish in the top spots.

UNSPORTSMANLIKE CONDUCT

While the ILS understands that auto racing is a highly emotional sport, we also understand that good sportsmanship is the cornerstone of any race program. This must include respect for all participants, ILS/IRA officials, track ownership & staff, push truck & wrecker crews, fans, and sponsors. ILS/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 ILS/IRA property can result in disqualification, forfeiture of money, fine, banishment from premises, probation, and/or suspension.

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. It should also be noted that team members have no business being at the scales unless their car is being scaled and no one is to touch the car while on the scales until the scale master has recorded the official weight and instructs car to proceed off of scales.

The ILS/IRA cannot control situations where the track ownership bans individuals from future ILS/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. Sportsmanship does not just pertain to activities at the track. Remember what you say, or type online, has meaning and what you do has consequences, so please think before you act. This applies to ILS/IRA officials as well.

Note: ILS Board Members are a direct representation of the club and should be held to the highest standards. Any board member who displays poor conduct/sportsmanship etc. may be subject to a stiffer penalty and/or removal from the board.

GENERAL RULES

- Drivers must 14 years old by their first race. 13yr olds may submit ILS Age Waiver Application for consideration to ace as a 13 year old.
- ILS/IRA and track officials reserve the right to place any rookie at the tail of any race until they have established they can meet a minimum speed and operate safely.
- It is required that rookies display a "rookie flag" off the back of their car the entire season.
- You must have a fire extinguisher in each pit area.
- Any car can be inspected at any time by the officials to determine legality of motor, weight, car, tires, or fuel. During such inspections, only ILS officials and car owners/drivers are allowed to be present.
- Any Driver who is told to leave the track by track officials due to mechanical issues (wings, bumpers, flat tire, etc.) will be awarded last place among the cars on the track at that time and will still be eligible for the redraw if their official finishing position qualifies them for the redraw (if it happens in heat race competition).
- Rough driving will be determined by the Director of Competition. The Director of Competition has authority to issue a penalty to a driver they deem is driving rough and/or recklessly. Additional penalties may be levied according to the severity of the offense. All infractions will be discussed collectively by ILS/IRA officials and then a ruling will be made.
- Drivers must remain with their car, until instructed otherwise by officials or safety crew during any red or yellow they are involved in. Penalty may result if failure to do so.
- ILS/IRA may penalize with suspension, fines, and/or points for any behavior deemed detrimental to the IRA, ILS, or any of their sponsors.
- In the event of a tie in points at year-end, ties will be broken by a comparison of feature finishes (most wins, if still tied then most 2nds, etc. until tie is broken).
- 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. ILS/IRA reserves the right to drug test at any time. Refusal to be checked upon request is automatic disqualification.
- Speeding in the pits will not be tolerated. Punishment may include DQ and/or suspension.
- In the event a driver is disqualified from an entire event, all money and points are forfeited for the entire evening. The money from the forfeited position will be put into year end points fund. Other drivers will NOT move up in position/points/pay.
- Parents are responsible for their minor children's actions and safety for who they sign a release for to gain entry to the pit area. The pit area is considered a restricted area
- Have FUN, be safe, and enjoy your time at the track. Do not let YOUR bad luck or foul mood ruin the positive experience for others.

CAR AND DRIVER SPECIFICATIONS

Engine:

4-stroke inline-4 cylinder motorcycle engines only. 1003 cc maximum displacement. Naturally aspirated (carbureted or fuel injected). Engine must be electric self-starting by driver in seat. Clutch must remain in stock configuration. All transmission gears must remain in stock configuration and be operational. No quickshift/powershift/push button shift mechanisms or shifting on starts/restarts to gain a competitive advantage allowed. Such mechanisms that come stock with bike must be removed before racing. Charging system must remain intact and operational. The following must remain stock, or adhere to stock specifications for the respective year and model of Engine: crank, pistons, camshafts, valves, bore and stroke. No Porting or Port Modifications to Head is allowed. Maximum 0.020" milling allowed for head cleanup. Degreeing of cams and cam gear replacement allowed provided the cam profile meets stock specifications. Oiling systems may be modified for reliability. Dry sumps allowed. Oil Pan, pickup, cooler, lines, tanks, and pumps may be modified or replaced. Tanks cannot be mounted to nerf bars and are recommended to be mounted within the frame rails.

Fuel:

The only Fuel types allowed are pure Methanol, E85, and any unleaded gasoline with a maximum Octane rating (R + M /2) of 101. No performance enhancing additives allowed. Top end lube allowed. Fuel can be checked at any time. **All fuel cells must contain a flexible bladder and be constructed and supported in a manner to avoid rupture or breakage.** The only not sprint/midget style tank allowed is the RCI-1042C tank. Tail tank/cover must be clearly marked on both sides what fuel is being used i.e. "A" for methanol, "G" for gasoline, or "E85". ILS/IRA reserves the right to send fuel samples out for more comprehensive testing if deemed necessary. If illegal, penalty will result in disqualification and forfeiture of points and money earned and possible suspension. VP M3 or M5 are not legal.

Fuel Injection:

Only stock throttle bodies for corresponding engine allowed – i.e. no Engler or EVO systems.

Traction Control:

No Traction Control devices are allowed. ILS/IRA reserves the right to inspect, test and impound any electronic or other device on the car. Penalty will result in disqualification and forfeiture of points and money earned.

Tires:

Siping, grooving, and grinding the tread surface is permitted. No tire conditioner is allowed on any tire at any time. At the discretion of ILS/IRA officials or the Director of Competition, tire durometer measurements may be performed on tires of the Top 4 Feature Finishers, plus 1 random car. Hardness must comply with mfg specs within a reasonable tolerance. ILS reserves the right to take samples for lab testing. No grinding, removing, altering, or covering the tire sidewall markings. Right Rear must be Hoosier SP2 or SP3 only. Cars will not be allowed to race with a flat RF, LR, RR, or LF (if off the bead). Penalty for illegal/manipulated tire(s) will result in disqualification and forfeiture of points and money earned.

Wheels:

13" wheels only – steel or aluminum. Outer bead lock required on RR. All bolts required in any bead lock. All wheel covers must be securely fastened. 3 point dzus fasteners are currently still allowed however, car owners should plan on updating to bolt-on fasteners, a minimum of 5 dzus points, or switching to foam plugs. **No electronic bleeders are allowed.**

Cars:

Must be chain driven and resemble a sprint car – engine forward, driver middle, fuel tank rear. Must have sprint-styled tail. Roll bar padding (OPTIONAL) must be of the high-density (bead-all) type and must be securely attached. Fuel shut off required at tank and must be clearly marked. Kill switch required within drivers reach with arm restraints on. Drag link tether STRONGLY RECOMMENDED. Battery must be tied down or secured. Steering wheel disconnect mechanism conforming to SFI Specification 42.1 is mandatory - pin type mechanisms and plastic pieces in disconnect are not allowed. Minimum of two throttle return springs required. It is STRONGLY RECOMMENDED that any critical suspension or frame bolt, that has no lock nut, be secured by safety wire. Must be equipped with a METAL (minimum of 0.032 aluminum) firewall completely separating the engine from the driver's compartment. Driver's feet must be behind the firewall and engine. Must be equipped with a METAL (minimum of 0.050 aluminum) floor pan that extends from the front of the seat to firewall. METAL chain guard required (minimum of 0.093 aluminum) and designed in a manner to completely shield and protect the driver and fuel tank (if in line with the chain) from chain. No mirrors allowed. Windshield rock screen required. The use of hollow/drilled out bolts is STRONGLY DISCOURAGED and may become outlawed in the future so plan accordingly.

Chassis:

Roll cages must be 1-1/4" OD x 0.095 wall thickness or 1-3/8" OD x 0.083 wall thickness 4130-N tubing, or 1-1/4" x 0.120 wall thickness mild steel tubing. Framework welding will be inspected for quality and cracks. Minimum wheelbase of 66", maximum 74" measured front axle center to rear axle center on right side of car.

Bumpers/Nerfs:

All cars must have metal front and rear bumpers and nerfs on each side of the car to start the night. Nerfs are recommended to attach to the chassis at a minimum of 3 points. Cars must have a rear bumper to start or restart a race.

Brakes:

At least 1 rear working hydraulic brake required to race. Manual brake bias adj. allowed.

Mufflers:

An operational muffler is required and must meet local track requirements, with a maximum noise level of 105 DB. It must be attached at the exit of the exhaust system and securely fastened to the racecar. ILS officials have the right to tell you to change your exhaust and you will have 1 week to comply with the order. Should a competitor lose a muffler during competition, the penalty will be to be scored last in that specific event only. Cars cannot start or continue a race without a muffler.

Wings:

All wings are required to be safely attached. Top wing must remain attached securely on the car for the complete duration of the racing event on the track. The Director of Competition and ILS/IRA/track officials are authorized to determine if wing is safely attached or not. Top wing – 16 square feet maximum with side panel of maximum 60 inches long by 30 inches tall. Nose wing optional, 576 square inch maximum.

Weight Rule:

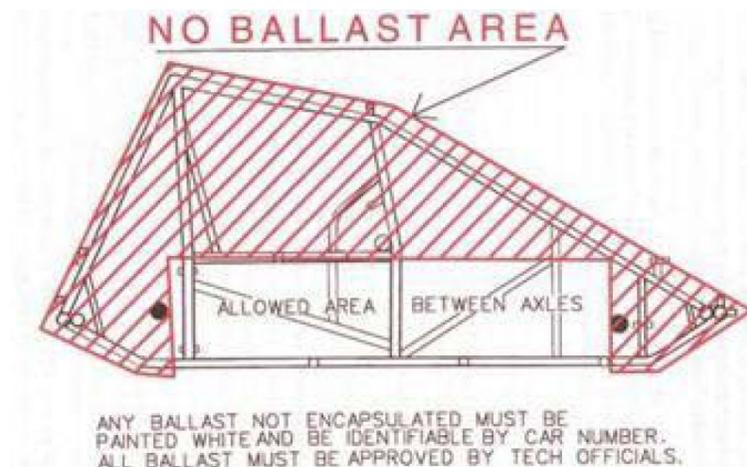
Minimum weight of car is 950 pounds including the driver at the conclusion of the race. This must be certified before a car is cleared through tech and safety inspection. A car can cross the scales no more than twice to determine weight unless directed by ILS/IRA officials. ILS/IRA officials or the Director of Competition have the authority to scale any car at the conclusion of any on-track event. Only ILS/IRA members/officials or those appointed to do so are allowed to operate the scales.

The top four feature finishers must weigh immediately after the race. They must go directly to the scales after leaving the racing surface. Engines must be off when on the scales and no contact can be made with the car while the car is being scaled until scale master instructs car to leave scales. After scaling, cars to be left in impound area for further tech. No work can be performed to a car while in impound. Failure to comply with these rules may result in a DQ.

If a top four finishing car's driver has another race immediately after the ILS race and does not have time to complete the required weigh-in, they may leave the car at the scales; let the scale master know when they can return, and then leave to compete in the other class. The feature winner is allowed to participate in victory lane celebrations before reporting to the scales. In both cases, the driver is expected to return for weigh-in as soon as possible.

It is the driver's responsibility to learn the location of the scales before starting the feature. If a car fails to meet the minimum weight requirement, penalty will result in disqualification and forfeiture of points and money earned. If a driver fails to report to the scales, they will be scored last for that specific on track event with no further penalty.

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 ILS/IRA officials between the bottom frame rails and axles but mounted no higher than the upper rails (see illustration below).



Cockpit Adjustments:

Only wing adjustments and manual brake bias can be made from the cockpit. No other adjustments can be made by driver from the cockpit. Adjustable shocks are allowed as long as adjustments cannot be made from inside of car.

Numbers:

Numbers will be allotted by the IRA treasurer on the basis of having competed in at least one quarter of the previous race season events. New cars or cars not meeting that threshold will have their choice of numbers not in use.

If the previous year's championship car owner wishes number 1, he/she may take the number for the current year. The regular number for that car will be held in reserve for that year should he/she want it back at the tenure of his/her championship.

Numbers will be reserved no longer than April 1 of the following year if the member has not renewed their IRA membership. A letter next to the number may be required for duplicate car numbers.

No duplicate car numbers. You may reserve a number when you submit your membership fee to the IRA. Numbers must be legible to the scorers. You may be asked to update your numbers if scorers deem them not legible.

Seats:

All current aluminum seats must be full containment type construction and adhere to general specifications of SFI 39.2 seat construction standards. Approved carbon fiber seats must have a current SFI 39.2 certification. Upgrading seats with bolt on kits will be permitted utilizing mfg produced kit and acceptable bare seat approved by mfg. Seats must be used as supplied and installed following mfg instructions with a minimum of (4) grade eight 5/16" bolts.

If the left side surround is 7" or less when measured from the back of the headrest, then a side net meeting SFI 37.1 must be installed with quick release latch. A minimum left side surround of 4" is required.

Minimum two-inch head clearance between the helmet and line across the top of the cage required with driver seated and buckled in. (3 inch+ recommended)

Head and Neck Restraints:

Head restraint system (ex: HANS, Hybrid, or similar device) is required

Seat Belts

Each car to be equipped with a 5-point safety restraint system conforming to SFI 16.1 or SFI 16.5, no older than 3 years, or past the labeled expiration date. Lap and shoulder belts can be either 2" or 3" wide.

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.

Driver's Suit:

All drivers must wear fire resistant shoes, gloves, and a suit fitted snugly around the neck, wrists, and ankles. These items must meet SFI 3.2A for driver suits and SFI 3.3 for driver accessories and be labeled as such. SFI 3.2A/5 or better **STRONGLY RECOMMENDED** for driver suits. Nomex (or equivalent) head sock or helmet skirt, underwear, and socks are **STRONGLY RECOMMENDED**. Arm restraints are also **STRONGLY RECOMMENDED** as are knee pads and/or protection around or near the steering box.

Helmets:

All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2018, Snell SA/SAH 2015, or Snell SA/SAH 2020.

Driver Communication:

The use of receive only (raceceiver or equivalent) is mandatory. The use of 2-way communication devices is prohibited. Failing to have a working radio, or disobeying ILS/IRA officials or Director of Competition's voice command can lead to disqualification and forfeiture of money earned. It is **HIGHLY RECOMMENDED** to use a new battery every night **AND** replace your raceceiver every 2 seasons. It is the driver's responsibility to ensure they have a working radio every time they hit the track. Quality ear buds are also recommended for best experience – examples shown at the following links:

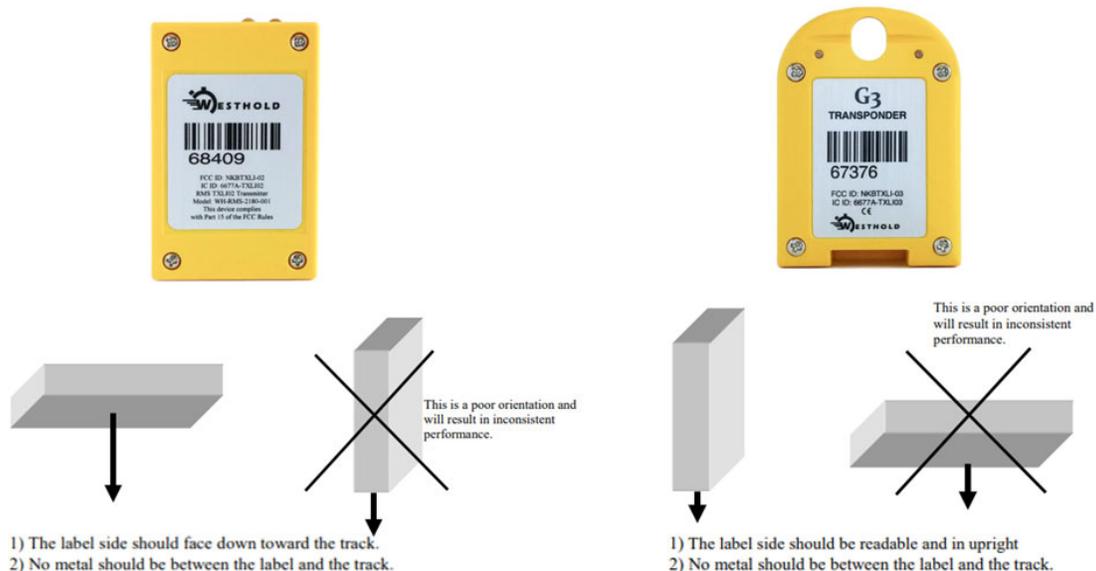
[Shure SE215](#)

[Sensaphonics Custom Molds](#)

[Ear Everything Custom Molds](#)

Transponders:

Transponders must be mounted at the rear of the car, behind the rear axle, on the right hand side of the car i.e. RR down tube, under the torsion tubes, rear bumper.



PENALTIES

Major Violation - Involves engine, driveline, and tires:

1st offense: Disqualification and loss of points and money for that night.

2nd offense: Disqualification and loss of points YTD and money for that night.

3rd offense: Driver/owner will be suspended for the remainder of the season.

Minor Violation:

Must be corrected by next race and OK'd by inspector.

Two minor violations for the same reason during one season will become a major violation.

PENALTY GUIDELINES (including but not limited to)

Total Night DQ's (loss of all points/pay):

- Weight infraction
- Illegal car/engine
- Illegal Fuel
- Illegal Tire(s)
- Traction control
- Fighting/unsportsmanlike conduct (including social media violations)
- Failed/refused drug test
- Disobeying officials/Failure to acknowledge black flag
- Speeding in the pits

Last place DQ's (scored last for specific on track event – no loss of points/pay)

- Loss of muffler during race
- Missed scales
- Working on car during closed red
- Flat tires (except LF if still on bead)
- Loose or missing top wing

ILS Board has authority to tweak penalties on a case by case basis. These guidelines are to provide a starting point.

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 the IRA prior to any further competition with the ILS/IRA.

PROTESTS

Only ILS officials or a driver/owner of a car can protest another car/team in their race. The reason for the protest must be specified in writing to one of the Board of Directors along with a cash protest fee within 15 minutes of the end of the feature. Final legality of the car will be determined by the ILS Board while protests of non-technical infractions on race day will be reviewed and determined by IRA officials only. Those decisions are final. Continual protests or protests that are deemed to lack merit or include threatening/false accusations will be considered an act of unsportsmanlike conduct and will be rejected and/or subject to penalty.

Any protests not requiring removal of the cylinder head or oil pan shall cost \$200 and that money will be used for any expense incurred to review/validate the protest i.e. sending samples to lab, etc.

- Once review is complete, if no violation has occurred or could be determined, the protested owner/driver will receive the balance of the protest fee (if any remains).
- If car is found to be illegal, the balance of protest fee will be returned to the individual initiating the protest (if any remains).
 - The board will vote to decide the penalty per the guidelines within this document

Protests which require removal of the cylinder head or oil pan shall cost \$500. The car will be inspected within 10 days to determine legality of the car. Our best effort will be made to impound the car/device/part in question or mark/seal the engine to prevent tampering before the testing is performed. \$200 will be given to the ILS appointed technician for work performed, regardless of whether the engine is found to be legal or not.

- Once testing is complete, if car is found to be legal, the protested owner/driver will be awarded the \$300 balance of the protest fee.
- If the car is found to be illegal, \$300 protest fee balance will be returned to the individual initiating the protest.
 - The protested party will lose all points and money for the entire race day event.
 - The protested party will be suspended from racing for the next 2 ILS race events.

Refusal to allow inspection will result in car being determined illegal and penalties levied in addition to a fine of \$250 that must be paid before being allowed to race any ILS sanctioned event in the future.

PROCEDURES

1. Pill Draw

All cars required to draw a pill when signing in for the night.

Pill draw closes at drivers' meeting.

Drivers who know they will arrive after pill draw closes may call ahead and have a board member draw a pill for them if they do so before the drivers' meeting.

2. Packing

If ILS cars are called for packing, ALL cars must participate equally. Failure to do so may result in a penalty.

3. Qualifying Order/Groups (groups for grand prix style)

On qualifying nights, the pill draw will determine the qualifying order/groups.

For group qualifying, number of entries will determine the number of groups.

- For 1-10 cars, there will be 1 qualifying group.
- For 11-20 cars, there will be 2 qualifying groups.
- For 21-30 cars, there will be 3 qualifying groups.
- For 31+ cars, there will be 4 qualifying groups.

If a driver misses their assigned spot by more than 2 positions, misses their assigned group, or attempts to qualify in a different group, the driver will be scored last and receive "no time". Exceptions to this rule may be approved by the Director of Competition and/or ILS/IRA officials on a case by case basis.

Drivers who show up after drivers meeting and/or fail to draw a pill will still be assigned a qualifying group but will be scored last and receive "no time".

4. Hot Lap Groups

If group qualifying is being used, the qualifying sessions will also double as hot laps.

For nights when qualifying is not used or single car qualifying is in effect, hot lap groups will be determined by car count. The rule qualifying groups per section 3 above will be used as a guideline for determining hot lap groups but may be adjusted on a per event basis.

5. Heat Lines-ups

Number of entries will determine the number of heats.

- For 1-10 cars, there will be 1 heat – 8 laps.
- For 11-20 cars, there will be 2 heats – 8 laps each.
- For 21-30 cars, there will be 3 heats – 8 laps each.
- For 31+ cars, there will be 4 heats – 8 laps each.

On qualifying nights, heats will be lined up according to qualifying time with an invert of 4. Quick time will start 4th in heat 1, 2nd quick with start 4th in heat 2...etc.

On non-qualifying nights, the pill draw will determine the heat line-ups. The lowest pill starts on the pole of heat 1, 2nd lowest on the pole of heat 2...etc. and passing points will be used to lineup the B-Main(s) and A-Main.

Drivers who show up after qualifying/hot laps will be put to the rear of the heat line-up. The goal is to make the car count in each hot lap/qualifying session and/or heat the same. If counts are already the same, then 1st late driver will go into group/heat 1, 2nd late driver into group/heat 2... etc.

6. B-Main Line-ups

For 24 cars or less, there will be no B-Main. All cars will transfer to the A-Main.

For 25-36 cars, there will be a single B-Main. Top B-Main finishers will tag the tail of A-Main to create a 24 car field.

- For 3 heats, top 6 finishers or the top 18 in passing points transfer to A-Main.
- For 4 heats, top 5 finishers or the top 20 in passing points transfer to A-Main.

For 37 or more cars, there will be twin B-Mains.

- Top 4 heat race finishers or the top 16 in passing points transfer to A-Main.
- Top 4 finishers in each B-Main will complete the 24 car A-Main field.
 - B-Main 1 transfers make up the last 4 inside rows.
 - B-Main 2 transfers make up the last 4 outside rows.

On qualifying nights, the B-Main will be lined up with the front row consisting of the fastest 2 qualifiers that didn't transfer to the feature through the heats, and then followed by heat race finishers by time. i.e. highest qualifying 6th place finisher followed by 2nd highest qualifying 6th place finisher, followed by 3rd highest qualifying 6th place finisher...etc.

- If 2 B-Mains are run; the pole in each race is the fastest qualifying non-transfer. Then the fields are filled the same as above but alternate every other car between B-Main 1 and B-Main 2. i.e. highest qualifying 6th place finisher to B1, 2nd highest qualifying 6th place finisher to B2, 3rd highest qualifying 6th place finisher to B1...etc.

On passing points nights, point totals from heat race competition will determine the B-Main lineup. Cars will be lined up straight up by passing points with the highest passing point non-transfer car on the pole followed by the 2nd highest, followed by the 3rd highest...etc.

- If 2 B-Mains are run; the fields are filled the same as above but alternate every other car between B-Main 1 and B-Main 2. i.e. highest passing point non-transfer car to the pole of B1, 2nd highest passing point non-transfer car to the pole of B2, 3rd highest passing point non-transfer car to the outside 1st row of B1, 4th highest passing point non-transfer car to the outside 1st row of B2...etc.

NOTE: Passing points ties are broken by the car that earned the points first. i.e. 49 points from heat 1 beats 49 points from heat 2...etc.

B-Main(s) may be scratched at ILS officials'/Director of Competition's discretion.

- If B-Main 2 is scratched, there will be a single B-Main with a new lineup made per the rules for a single B-Main above.
- If the single B-Main is scratched, the original B-Main lineup will tag the tail of the original A-Main transfers.

7. A-Main Line-ups

A-Main will be 20 laps.

On qualifying nights, the following procedure will be used to determine the cars eligible for the front 5 rows of the A-Main.

- For 2 heat nights, the 2 heat race winners and the top 8 fastest qualifying cars that finish 5th or better in the heats will form a 10 car temporary starting grid.
- For 3 heat nights, the 3 heat race winners and the top 7 fastest qualifying cars that finish 5th or better in the heats will form a 10 car temporary starting grid known as the "redraw cars".
- For 4 heat nights with 36 or less cars, the 4 heat race winners and the top 6 fastest qualifying cars that finish 5th or better in the heats will form a 10 car temporary starting grid known as the "redraw cars".
- For 4 heat nights with 37 or more cars, the 4 heat race winners and the top 6 fastest qualifying cars that finish 4th or better in the heats will form a 10 car temporary starting grid known as the "redraw cars".
- Cars in the temporary grid will be lined up based on their qualifying times with the fastest qualifier 1st, 2nd fastest qualifier 2nd, 3rd fastest 3rd...etc.

For non-qualifying nights when passing points will be used, the following procedure will be used to determine the cars eligible for the front 5 rows of the A-Main.

- The top 10 cars in passing points after the heats will form a 10 car temporary starting grid known as the "redraw cars".
- Cars in the temporary grid will be lined up based on their passing points total with the highest point earner 1st, 2nd highest point earner 2nd, 3rd highest point earner 3rd...etc.
- Passing points ties are broken by the car that earned the points first. i.e. 100 points from heat 1 beats 100 points from heat 2...etc.

The scorers will draw a pill to represent the feature inversion to be applied to the 10 car temporary starting grid.

- With 17 cars or less, A-Main pills will be 2, 3, or 4
- With 18 or more cars A-Main pills will be 2, 3, 4, or 5
- There may be an un-even number of each pill - i.e. one #2 and #5 pill and two #3 and #4 pills in the bag.
- The invert will be applied to the temporary grid yielding the actual starting positions for 1st through 10th place based on the following charts:

ROW	Temporary Grid	
	Inside	Outside
1	1T	2T
2	3T	4T
3	5T	6T
4	7T	8T
5	9T	10T

ROW	Pill #2	
	Inside	Outside
1	4T	3T
2	2T	1T
3	10T	9T
4	8T	7T
5	6T	5T

ROW	Pill #3	
	Inside	Outside
1	6T	5T
2	4T	3T
3	2T	1T
4	10T	9T
5	8T	7T

ROW	Pill #4	
	Inside	Outside
1	8T	7T
2	6T	5T
3	4T	3T
4	2T	1T
5	10T	9T

ROW	Pill #5	
	Inside	Outside
1	10T	9T
2	8T	7T
3	6T	5T
4	4T	3T
5	2T	1T

The remainder of the A-Main transfer cars from the heats will then be lined up according to heat race finish, then qualifying time. i.e. highest qualifying 4th place finisher followed by 2nd highest qualifying 4th place finisher, followed by 3rd highest qualifying 4th place finisher...etc.

B-Main transfers (if any) will then tag the tail in order of finish.

- For twin B-Mains, the final inside rows will be made up from B1 transfer cars and the final outside rows will be made up from B2 transfer cars.

8. Line-up Changes

If a car scratches before the race is staged, a new line-up will be made.

If a car is late to staging, or if a car fails to answer the call for a race scheduled once that race is staged/enters the track, or if the initial green for a race is waved and an incident occurs which brings a yellow or red, then the late and/or involved car(s) will be moved to the tail and the inside and outside rows move straight up to fill the vacancies left by missing cars. If missing cars leaves an unproportioned number in each row (2 or more) inside versus outside, a new line-up can be made to re-align field.

A late car is at the discretion of Track and/or ILS/IRA officials. If a driver is doing double duty and a previous race would prevent them from being staged in time, they will be allowed to keep their original position provided they clear it with officials ahead of time.

9. Alternates

Alternates will be allowed for the A-Main only and will be allowed to stage at the tail and enter the track until the field is lined up. If all A-Main cars answer the call, the flagman or Director of Competition will instruct the alternate to leave the track. If a car fails to make the call, that row would move up and the alternate will start in the last row – inside or outside – depending on 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(s) will be added to replace damaged cars.

10. Starts

Pole car sets the pace, must be constant from turn 3. 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.

11. Scoring

Cars must attempt to take initial green flag in order to be scored for a race. The entire field has to complete a lap before a single file restart occurs. ILS/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.

12. Lucky Dog/Lapped Cars (A-Main only)

All cars 1 lap down when a yellow or red comes out will be allowed to move to the tail of the field and get their lap back unless within the last 5 laps of the race. Cars more than 1 lap down, will move behind Lucky Dog cars and do not get lap back. With 5 laps or less remaining, lapped cars will be put to the tail but will not get lap.

ILS/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.

13. 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. Once the scorers have the line-up, lapped cars will be moved to the tail. Cars on the lead lap that were involved will restart IN FRONT OF Lucky Dog cars. Cars 2 laps down or more will tag the tail behind Lucky Dog cars. This scenario holds true until the last 5 laps.

If a yellow or red waves in the last 5 laps, there is No Lucky Dog, however lapped cars still move behind all lead lap cars, except for those involved in incident, those cars restart on the tail and remain on whatever lap they were on, lead lap or otherwise.

14. Single File Restarts

The ILS/IRA uses single file restarts with a cone on the front-chute. The leader can pick up throttle anywhere they choose between the apex of turns 3&4 and the initial start chalk line/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.

15. 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.

16. Two Yellow Rule

Any driver who causes two unassisted yellows in any race will disqualify themselves from the remainder of that particular race.

Furthermore - 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.

"Assisted" means any incident in which more than one car was involved and stopped on the track, or any single car which spun due to obvious contact from another.

17. 360 Spin Rule

The ILS/IRA frowns upon 360 spins, particularly in traffic. If the Director of Competition or officials 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 the Director of Competition or official DOES NOT believe the situation to be unsafe or a hindrance to other drivers, NO YELLOW WILL BE CALLED. This is a discretionary "gray" area, though ILS/IRA will do its best to be consistent in how these are called.

18. Work Area

In fairness to all teams, ILS will not utilize a Work Area and all yellow and red flags will be considered CLOSED. If a car leaves the racing surface during a yellow or red, they will not be permitted to return to the track unless instructed to do so by officials.

19. Incomplete Feature

In an event where the A-Main is stopped before its posted lap completion, it will be deemed an official race if more than half the distance has been completed per split-yellow scoring (leader + 1 car). If a race is stopped prior to that point or all heat race competition has been completed, but the feature race was never started – the feature will be declared incomplete and all A-Main cars split the purse and each A-Main car receives 30 feature points. All previously earned points will also be awarded i.e. sign-in, qual, heat, B-Main.

20. Back-up Cars

Specific back-up cars (cars not drawn in) are allowed prior to qualifying without penalty. Back-up cars must start from the tail. Drivers must race themselves into A-Main, unless there isn't a B-Main, then the back-up car is permitted to start at the tail of the A-Main.

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 but before qualifying, the new car/driver combinations will qualify in the position the driver originally pulled. 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. If a car/driver combination did not receive a qualifying time, they must start their heat from the tail. Car/driver combinations without a time start the A-Main or B-Main based on heat finish.

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 start at the tail of the B-Main and must transfer to the A-main through the B-main or start at that tail of the A-Main if there is no B-Main.

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.

ILS may experiment with using double file restarts. These rules will govern any double file restart should the club choose to adapt them.

22. Lining up for Delaware Double 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. Once the scorers have the line-up correct, the leader will be left in the front row alone and 2nd place will be asked to choose "inside" or "outside". The 3rd place car will fill the vacancy in row 2 (either inside or outside) and then the rest of the field will lineup in normal double file fashion behind them.

23. Delaware Double File Restarts

The leader can pick up throttle anywhere they choose between the apex of turns 3&4 and the initial start chalk line/cone near turn 4. All cars must remain double file and nose to tail until the leader fires. Once the leader fires, all cars may fire. Anyone getting out of line and/or passing before the leader fires 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. There will only be one attempt of a double file restart per yellow flag otherwise revert back to single file restarts until at least one lap has been completed. FOR FEATURE EVENT ONLY, all restarts with 3 laps or less left will be single file. ILS/IRA officials or the Director of Competition can determine to switch to single file restarts due to track conditions and/or other safety concerns at any time.

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 of either the lead lap, Lucky Dog, or very 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 debris falls off your car from prior contact, it is up to the judgement of officials if they deem the debris fell off through no fault of your own and if so you may get your spot back or tag the tail of your respective lap.

RED: All cars must come to a complete stop as soon as safely possible. 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 (as determined by Director of Competition and/or ILS/IRA Officials and in both cases you will restart at the tail.

All red flags are considered a CLOSED TRACK unless otherwise stated by ILS/IRA officials.

Cars involved in red will be allowed to restart if deemed safe.

CROSSED FLAGS: Indicates half the race complete.

BLUE FLAG WITH DIAGONAL YELLOW STRIPE: This flag alerts a driver that a faster, lead-lap car is about to pass them and driver must HOLD THEIR LINE.

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.

POINTS BREAKDOWN

Show Up:

60 (points will be awarded if event rains out/is cancelled after the driver's meeting has concluded)

Qualifying:

10, 8, 7, 6, 5, 4, 3, 2 (pts will be awarded to top 8)

NOTE: On nights when passing points is used in lieu of qualifying, the top 8 in passing points will be awarded "qualifying points" for that evening.

Heats:

15, 13, 12, 11, (if 4 transfer), 10 for 5th if 5 transfer, 9 for 6th if 6 transfer, etc.

B-Main Transfer:

10, 8, 7, 6, (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, 25-14th, 23-15th, 22-16th, 21-17th, 20-18th, 19-19th, 18-20th, 17-21st 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). Drivers will forfeit passing points if they elect to start at the tail of the heat or the feature or are late to staging and/or late entering the track.

		PASSING POINT MATRIX											
		Finish →											
Start ↓	1	2	3	4	5	6	7	8	9	10	11	12	
1	100	91.5	83	74.5	66	57.5	49	40.5	32	23.5	15	6.5	
2	105	93	84.5	76	67.5	59	50.5	42	33.5	25	16.5	8	
3	110	98	86	77.5	69	60.5	52	43.5	35	26.5	18	9.5	
4	115	103	91	79	70.5	62	53.5	45	36.5	28	19.5	11	
5	120	108	96	84	72	63.5	55	46.5	38	29.5	21	12.5	
6	125	113	101	89	77	65	56.5	48	39.5	31	22.5	14	
7	130	118	106	94	82	70	58	49.5	41	32.5	24	15.5	
8	135	123	111	99	87	75	63	51	42.5	34	25.5	17	
9	140	128	116	104	92	80	68	56	44	35.5	27	18.5	
10	145	133	121	109	97	85	73	61	49	37	28.5	20	
11	150	138	126	114	102	90	78	66	54	42	30	21.5	
12	155	143	131	119	107	95	83	71	59	47	35	23	

If there is a tie in points, the car which reached their number first gets the position. The top 10 in points go to the redraw. The top 8 will also be awarded qualifying points.