

2020 IDRC Rulebook

XONA ROTOR 2020 IDRC THE SHOOTOUT PRESENTED BY BUSCHUR RACING

PRO RWD Class (PR)

Final Version 2020.06.01

- Tree Type:** 0.400 Pro light
Ladder Type: Pro Ladder
Qualifying: Ranked from quickest to slowest elapsed times in qualifying
Weigh-In: Not Required
Staging: Courtesy staging enforced (see details below)
Deep Staging: Permitted
Race Format: Single-elimination, heads-up racing
Field Size: Up to 32 cars per field
Race Entry: \$110 per racer at The Shootout

Eligible vehicles: Vehicles must be powered by one of the following engines to be eligible for competition in the index classes:

- Any Mitsubishi 4-cylinder engine or Hyundai/Kia Equivalent

Tech Card Pre-Registration: New for 2020, tech card pre-registration will allow racers to provide all tech card information as well as additional information for the announcers at the event. Tech card pre-registration will negate the need for the racer to fill out the tech card at the event, as the IDRC will create a tech card with all of the information printed on the card. The form for pre-registration will be available on thefoat.com on or before 6/1/2020. Racers will not need to pay at this time. Racers will still be able to pay in Wakeman at the Dyno Day event on Friday or at the gate.

Race Entry: All racers competing in any of the Index racing classes required to purchase a Racer Tech Card (@\$110 for 2020 for non-GTR heads-up and all Index classes) valid for all three days, regardless if racer is attending one, two or three days of the event.

Car Number: All Vehicles in this class must run a 3-digit car number decal as provided by the IDRC. The car numbers must be placed on the front windshield (top passenger side for all LHD vehicles) AND at right side rear quarter window (passenger side of LHD vehicle). 4-digit permanent NHRA numbers are allowed as long as they are die-cut vinyl. If you already have a 3-digit or 4-digit number from the IDRC or NHRA, please let us know the number when you complete your tech card pre-registration.

Payout: Up to a \$1,000 Winner, \$500 Runner-up for all heads-up classes. All payouts and awards must be collected at the end of racing on Sunday. Failure to collect a trophy or payout within one hour of the end of the event (last cars down track) will forfeit these items. If a class has a title sponsor (other than the IDRC), the payout for the class will be guaranteed regardless

of the field size. For unsponsored index classes, payouts up to \$1,000 winner and \$500 runner up will be prorated based on the number of vehicles in the first round of eliminations. The full payouts will be awarded when 16 or competitors are in the first round of competition. For lower car counts in the first round, the payout will be adjusted as a fraction of a full 16-car field. Hence, 12-cars in the first round would equate to a 75-percent payout.

Racer Responsibility: All Vehicles in this class must race against each other in any elimination round. Any collusion by a pair of racers in competition will forfeit any possible winning and possibly result in being prohibited from attending future events.

Crew Credentials: Each racer in this class is permitted to have up to three crew members that can accompany the vehicle in the staging lanes and to the starting line. All these crew members must obtain a special crew restricted-area wristband. To receive these wristbands, each crew member and the driver must take the tech card to customer service so that the crew and driver can sign the required waivers.

Courtesy Staging: New for 2020, courtesy staging will be enforced. If you are first car into the beams to stage your vehicle, you are required to only move far enough forward to activate the "PRE-STAGED" bulb for your lane. You are to wait until the other vehicle has also lit the "PRE-STAGED" light before either vehicle is allowed to light the "STAGED" light. Either the first or second car may be the first to light the "STAGED" light for its lane. As soon as both "STAGED" lights are illuminated, the starter or Autostart system will activate the lights that will proceed in an amber...amber...amber...GREEN sequence with a 0.500-second delay between each stage. *Recommended Driver Response for Courtesy Staging Violation:* In the event that the first driver to the starting line disregards courtesy staging and lights both the PRE-STAGED and STAGED lights in his lane, the other driver SHOULD NOT enter the beams until the other driver backs out until **both** lights (STAGED and PRE-STAGED) are turned off. At the point, the process of staging can be reinitiated. The reason that a driver will not be allowed to only back up enough to only dim the "STAGED" light while keeping the "PRE-STAGED" light illuminated is that it is unsafe as the likelihood of the driver accidentally keeping the car in reverse is significantly increased. By forcing a driver to back completely out to restage, the vehicle will be in a forward gear when the race is initiated.

Additional Courtesy Staging Considerations: Although starting line officials will be instructed to enforce courtesy staging and the recommended driver response listed above, there is always a chance that the second vehicle may enter the beams to "PRE-STAGE" just moments after the first vehicle commits the courtesy staging infraction. In some cases, the starter may throw up the reds in both lanes to have the drivers stand down and restage, but it is more than likely that it won't happen if the second driver came into the beams close to the same time the first driver lit the STAGED light for his lane. In the case where the first driver doesn't adhere to the courtesy staging rule but the second driver proceeds to enter the beams while the first driver was in violation of courtesy staging, the second driver will be declining the violation of the first driver and the race will be valid. Once the second driver moves into the beams to light his "PRE-

STAGED" bulb, he has forfeited his rights to the restaging process. The race following will be valid and the second driver will have no rights to a re-run.

Peer Tech: Not required

Weigh-Ins: Not required

Qualifying: To be eligible to compete in the class, a vehicle must make at least one complete pass in one of the scheduled qualifying sessions. There is one scheduled qualifying session on Friday night, two qualifying sessions on Saturday and the possibility of one final last-chance qualifying session on Sunday morning at 9am. All scheduled qualifying sessions are subject to time changes or omission based at the discretion of the Race Director to accommodate weather or breakage issues. For your benefit, do not miss any of the qualifying sessions.

Class Requirements

- Vehicle must run an Engine Diaper or catch-pan
- Vehicles must run distilled water only for engine coolant
- Vehicles must be Rear Wheel Drive
- Vehicles must be powered by Mitsubishi 4-cylinder engine
- Vehicles must have functional doors
- Vehicle may be a ¾-chassis or full-tube frame

Permitted/Not-Permitted Modifications

- **TURBO:** Any
- **EXHAUST:** Any
- **INTERCOOLER:** Any
- **BOVs:** Any
- **INTAKES:** Any
- **MAF:** Any
- **BATTERY:** Any
- **SEATS:** Only driver seat required
- **TRANSMISSION:** Any
- **TIRES:** Any
- **FUEL:** Any fuel with the exception of nitro-methane
- **NITROUS-OXIDE:** Ok