

2020 IDRC Rulebook

XONA ROTOR 2020 IDRC THE SHOOTOUT PRESENTED BY BUSCHUR RACING

EXEDY RACING CLUTCH APPEARING (SA)

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

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: \$1,000 Winner, \$500 Runner-up guaranteed thanks to Exedy Racing Clutch class sponsorship. Failure to collect a trophy or payout within one hour of the end of the event (last cars down track) will forfeit these items.

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: All Vehicles in this class are subject to a peer tech inspection before the first round of eliminations. During peer tech, all hoods must be open, and the driver must accompany the vehicle. If a RACER believes that something is illegal on a competitor's car, they must report it to the IDRC tech director at that time. No crew member can make a protest, only a racer. IT IS YOUR RESPONSIBILITY, AS A RACER, TO FIND ILLEGAL RACERS BEFORE THE FIRST ROUND OF ELIMINATIONS AND REPORT THEM AT THAT TIME. If your car is illegal for the class, you will not be allowed to compete in that class. An additional \$110 will be charged to move your vehicle to a different heads-up class or you may run in time trials or brackets at no additional charge. If

you pay the fee and move to another heads-up class, your best qualifying time will transfer over. However, depending on the time allowed, there is no guarantee that a new ladder will be created. You may just end up in the first available position in the other class ladder. If your car was found to be legal during the peer tech, but then was obviously altered after passing tech you will be disqualified. The last person you eliminated may be put back into the race if the next round of racing has not been completed.

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

- Open to the following vehicles:
 - FWD Eclipse/Talon or Laser (1G or 2G)
 - AWD Eclipse/Talon or Laser (1G or 2G)
 - AWD Galant VR-4
 - Evolution VII, VIII, IX, X
 - Genesis Coupe
 - Stealth/3000 GT Coupe
- Vehicle must run an OEM or aftermarket intake manifold with a single-throttle body
- Both headlights must be installed and working.
- A full-exhaust system that exits at the rear bumper is required.
- Full-interior required with exceptions outlined in *Permitted Modifications* below. Full interior to include all seats, door panels, rear hatch cover on DSM's along with carpet, head liner and dash. Factory dash pad required, but HVAC and radio controls may be deleted and replaced with a block off plate, digital dash or additional gauges.
- Windshield wipers, mirrors and factory glass are required.
- Full-size radiator is required. No half-radiators.

Permitted/Not-Permitted Modifications

- **TURBO:** Must use a stock bolt pattern turbine inlet and must be positioned in the stock location. Forced Performance Zero, Green, Red, Black and HTA DSM86s are legal for the class. Forced Performance/TiAL turbine housings using a TiAL external wastegate are allowed.
- **NITROUS-OXIDE:** Not permitted
- **EXHAUST:** Upgraded exhaust systems may delete catalytic converters, but it must exit at rear bumper. Sheet metal O2 housings with recirculating or open dumps are OK. External dumps must exit UNDER the vehicle.

- **INTERCOOLER:** Front-mount intercooler (FMIC) and intercooler pipe upgrades are allowed.
- **BOVs:** Blow-off-valve upgrades are allowed.
- **INTAKES:** Turbo inlet pipe upgrades and filter upgrades are allowed
- **INTAKE MANIFOLD:** OEM or aftermarket allowed as long as they maintain a single throttle body.
- **MAF:** MAF inlet upgrades are allowed. Deletion of the MAF with a speed density conversion is also allowed.
- **BATTERY:** Battery kits and lithium battery upgrades are allowed.
- **SEATS:** Front seats may be upgraded to racing bucket seats. Both front seats must be present. If a roll bar, roll cage or harness bar is installed, it may delete the necessary portion of the seat required to properly mount the bar in place.
- **TIRES:** No restrictions
- **FUEL:** No vehicle in this class may run methanol. Permitted fuels are pump gas, racing gasoline, E85 or racing ethanol-fuel blends.