



# ***IHRA STOCK CAR SERIES***

## ***2026 RULE BOOK***

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# ***SERIES RULES & GUIDELINES***

## ***1.0 DIRECTORY***

**Darryl Cuttell – Owner**

**Tim Horton – Stock Car Series Director**

*tim@ihra.com*

**Daniel Horton – Stock Car Series Assistant Director**

*daniel@ihra.com*

**Dennis Adcock – Stock Car Series Race & Competition Director**

*dennis@ihra.com*

**General Information**

*scsinfo@ihra.com*

## ***2.0 SERIES INFORMATION***

IHRA's goal is to reset this iconic form of grass roots racing by providing both the amateur racer and professional team an opportunity to compete in an affordable, family-friendly racing series. Through a comfortable schedule, basic rules package, and the regulated use of costly components, we aim to create a level playing field for teams of all back grounds and budgets.

For 2026, the IHRA Stock Car Series will feature the following divisions:

- Late Model Sportsman (LMS)
- Pro Late Model (PLM)

## ***3.0 GENERAL RULES AND OPERATIONS***

### **3.1 – General Rules**

- 3.1.1 – The rules and/or regulations detailed in this Rule Book 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.
- 3.1.2 – These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury to or death of a participant, spectator, or official.
- 3.1.3 – NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF/OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.
- 3.1.4 – The IHRA president or his officials shall be empowered to make changes to any rule or specification contained within. Furthermore, the president may impose further rules or specifications as necessary for the fair, competitive, and safe conduct of events.

- 3.1.5 – Interpretation and enforcement of these rules is at the discretion of the IHRA president and/or IHRA Officials.
- 3.1.6 – Any situation not specifically covered in these rules will be addressed at the discretion of the IHRA president and/or IHRA officials.
- 3.1.7 – Any disagreement regarding technical procedures, equipment, operations, race procedures, scoring or flagging will be resolved by IHRA Officials. After a decision is reached, it is considered final and binding.
- 3.1.8 – IHRA Officials represent the overall and final authority for each event. These officials reserve the right to take all necessary steps, including the right to change, modify, or revise these rules to ensure the fairness, competitiveness and safety of Events. Such changes may be made with little or no advance notice, including during an Event.
- 3.1.9 – All race cars are subject to inspection by IHRA Officials at any time during the event.
- 3.1.10 – The IHRA President and Competition Director shall have absolute, exclusive, and final authority on the rules outlined throughout this Rule Book
- 3.1.11 – These rules are in addition to (i) all other rules, regulations, memoranda, resolutions, policies, procedures, guidelines, interpretations, and directives of IHRA, including membership terms and conditions, license terms and conditions, track rules, and any sponsorship agreements (ii) all applicable laws, codes, ordinances, orders, policies, rules, regulations and requirements of any applicable governmental authority, and (iii) and any applicable permits, approvals, consents or licenses related to or required for any event. In the event of any conflict or inconsistency between these rules and the provisions of any other IHRA rule, IHRA has sole and absolute discretion to resolve such conflict or inconsistency.

### **3.2 – Scheduling, Postponements, and Rain Outs**

- 3.2.1 – IHRA will establish the schedule, location, and distance of all events and will make every reasonable effort to run events as scheduled, for the determined distance.
- 3.2.2 – IHRA reserves the right to change event schedules, locations and purses at any time.
- 3.2.3 – In a rain delay situation, IHRA officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the race teams and fans best interest in mind. Changes will only be made if an event is in jeopardy of being lost due to re-scheduling availability, a time curfew, or inclement weather. Under these circumstances the number of laps for Practice, Qualifying, and the Race may be shortened.
- 3.2.4 – If weather or any other unforeseen situation prohibits an IHRA event from being held on the advertised date, the event will be rescheduled for the following day (if possible). The IHRA reserves the right to reschedule to a later date or cancel an event entirely. All decisions on postponement, rescheduling, and cancellation will be made jointly by the IHRA Team and track representative.

### **3.3 – Driver & Crew Chief Meetings**

- 3.3.1 – IHRA will conduct mandatory meetings for Drivers, Crew Chiefs, Spotters and other team members. This is for IHRA Officials to share any pertinent event information such as, but not limited to: deviations from event schedule, rules amendments, specific track rules and/or requests, specific race procedures, etc..
- 3.3.2 – These meetings are mandatory and IHRA officials will confirm attendance. Any team not represented in these meetings is subject to penalty at the discretion of the IHRA president and Race Director; up to refusal to participate in qualifying and/or the race.

## **4.0 CONDUCT AND SPORTSMANSHIP**

### **4.1 – Conduct**

- 4.1.1 – The IHRA Stock Car Series is a professional organization and will conduct itself as such in its dealings with everyone; including fans, drivers, team members, series sponsors, team sponsors, tracks, and the press. Therefore, IHRA expects the same from its Owners, Drivers, Team Members and Team Sponsors. IHRA organizers and officials reserve the right to take disciplinary action against anyone who brings disgrace to the IHRA by their actions, either on or off the track.
- 4.1.2 – Disciplinary action may include, but is not limited to, the right of the IHRA president and officials to remove and/or suspend either temporarily or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the IHRA president and officials, may have resulted in, or may result in, harm or detriment to the IHRA.
- 4.1.3 – IHRA officials reserve the right to request the removal of any derogatory or distasteful statements on any race car or hauler. Failure to comply with this request for removal may result in disqualification from some or all of the present or future IHRA events.
- 4.1.4 – No alcoholic beverages, marijuana or controlled substances are to be consumed before, during or after race events by anyone in the pit area. When there is reasonable suspicion present, IHRA officials reserve the right to require alcohol and/or drug testing of any driver, crew member, or owner at any time during an event.

### **4.2 – Sportsmanship**

- 4.2.1 – All drivers and teams are expected to act professionally and courteously while at the track as well as on non-race days during the season. IHRA officials ask that drivers and teams be fair and considerate on social media to all involved parties of any racing or other incident. Drivers are followed by many followers, many of whom are children. The use of improper language or gestures as well as negative social media postings may result in suspensions from participating at IHRA events.
- 4.2.2 – The Owner/Driver assumes responsibility for the actions of his or her pit crew. Owners/Drivers may be issued penalties for pit crew misconduct. Such penalties, if applied, may extend to both the car as well as the driver.
- 4.2.3 – Any actual or threatened assaults, abuses, or fights with any IHRA Official or Staff, or anyone working on behalf of IHRA, or track personnel will NOT be tolerated and could incur a maximum penalty or the entire team's immediate removal as well as a \$5,000 fine for the Owner/Driver, 3 race suspension, and/or loss of three-hundred (300) points.
- 4.2.4 – Any physical confrontation, either on the track or in the pits, could result in the aggressor or aggressors being suspended for the next three (3) events, or payment of a \$1,500 fine plus the loss of one-hundred-fifty (150) points. A second offense may result in suspension for the remainder of the season.
  - 4.2.4.1 – Any driver who enters another driver's pit area will be deemed the aggressor. Away from the driver's pit area, both drivers could be considered aggressors. Owners/Drivers will be held responsible for any members of their race team, and the above penalties will apply even if the driver concerned is not directly involved.

- 4.1.5 – Unsportsmanlike driving, rough driving, swerving and/or unnecessary bumping during a racing event, a caution flag or after the checkered flag has been displayed is prohibited and may result in removal from a race, loss of points and/or earnings. Flagrant and/or repeated unsportsmanlike conduct on the track or in the pits may result in suspension. This suspension may span the off season and be completed in the following season.
- 4.1.6 – IHRA officials reserve the right refuse entry of any person, driver, or car into the pit area.
- 4.1.7 – All IHRA decisions related to the above fines, suspensions, on-track rulings, determination of aggressor, etc.. are final.

## ***5.0 ELIGIBILITY, LICENSING, AND ENTRY FEES***

### **5.1 – Driver Eligibility**

- 5.1.1 – All drivers must be at least 16 years of age for LMS and 14 years of age for PLM with a valid driver's license, ID, or birth certificate.
  - 5.1.1.1 – Any driver under the age of 18 years old must have a minor participant form signed by a parent or legal guardian upon arrival.
  - 5.1.1.2 – Drivers under this age may seek a special exemption from the IHRA president and track representative.
- 5.1.2 – The IHRA President and/or Competition Director will have final approval on Driver eligibility.
- 5.1.3 – All Drivers must be physically fit for racing. The IHRA reserves the right to, at any time, require a driver to provide a medical certification of fitness or a doctor's release prior to participation in any event.
- 5.1.4 – The IHRA reserves the right to approve or deny a driver's ability to participate in any given event, at any time, based on the driver's ability to safely and competitively participate in the series.

### **5.2 – Registration and Licenses**

- 5.2.1 – Each team must file a W-9 prior to competing in an IHRA event. The team is responsible for notifying the IHRA of any changes to the W-9 form on file with the IHRA Stock Car Series Office.
- 5.2.2 – IHRA requires all Drivers and Owners to be licensed by the Stock Car Series for the event(s) in which they participate. Licensing can occur through either an Annual License or a Single Event License (SEL). Single Event Licenses are good for the registered Event only and may not be applied to annual registration fees.
- 5.2.3 – Each Owner/Driver must complete all IHRA registration forms prior to participation.
- 5.2.4 – Race vehicles may only be driven by individuals with a valid IHRA Stock Car Series license for that division.
- 5.2.5 – All licenses are for the sole use of the individual and/or team named on the license and are non-transferable.
- 5.2.6 – IHRA will offer an Owner/Driver Combo License. Both the team owner's name and driver's name listed on all documentation (entry forms, licenses, W-9, etc..) must match. Any deviation will require the team owner to pay the difference in licensing fees.

## 5.2.7 – 2026 IHRA Membership / License Fees are as follows:

### 2026 Late Model Sportsman Licenses

#### LMS Annual

LMS Owner/Driver Combo – \$ 300

LMS Owner License – \$ 250

LMS Driver License – \$ 120

#### LMS Single Event

LMS Owner/Driver Combo License – \$ 150

LMS Owner License – \$ 125

LMS Driver License – \$ 60

### 2026 Pro Late Model Licenses

#### PLM Annual

PLM DRIVER/OWNER COMBO – \$ 225

PLM OWNER – \$ 180

PLM DRIVER – \$ 100

#### PLM Single Event

PLM DRIVER/OWNER COMBO – \$ 125

PLM OWNER – \$ 90

PLM DRIVER – \$ 50

## 5.3 Entry Fees & Registration

5.3.1 – It will be the responsibility of all drivers/ teams to sign in and pay their entry fees prior to event entry. The sign in will be conducted at the IHRA official trailer at a designated location in the pit area. All team members will be given a wrist band after sign-in and payment of entry fees.

Anyone in the pit area not wearing a wrist band will be removed from the pit area.

5.3.1.1 – Entry Fees: \$ 125 per team, per car entered

Pit Gate Fee: \$ 40 per team member or associate requiring pit access.

5.3.2 - Entry fees and pit gate fees are non-refundable, but may be transferrable at the discretion of the IHRA

5.3.3 – Entry fees must be paid prior to pit gate entry.

5.3.4 – It is a condition of entry that the drivers' registration form is completed and handed in prior to the driver's first series race of the season. If a driver changes cars or teams during the season, it is his/ her responsibility to re-register.

## **6.0 SAFETY**

### 6.1 – General Safety

6.1.1 – STOCK CAR RACING IS AN INHERENTLY DANGEROUS SPORT. Each driver / participant assumes that risk when he or she participates in an IHRA event. Participation in motorsports has a significant risk of permanent injury or death that cannot be fully mitigated or eliminated. Members are required to advise their family members of this risk.

6.1.2 – Any person who (i) participates in a racing event (as a driver or other on-track participant) or (ii) attends a racing event as a spectator, fan, visitor, or otherwise ("Participant"), understands and acknowledges that there are certain risks involved, including, but not limited to, concussion, serious injury, death or permanent disability, contact or collision with other persons, vehicles, or objects, head injury, spine injury, injury to the muscular or skeletal systems, injury to internal organs, scratches, bruises, contusions, strains, sprains, fractures, verbal abuse, loss and/or damage to sight, loss and/or damage to teeth, loss and/or damage to hearing, paralysis, inadequate or negligent first aid or emergency measures, weather-related hazards, and natural hazards. The foregoing risks may arise from, among other things, high-speed driving, collisions, mechanical failures, track conditions, and the actions of the drivers. Participant acknowledges and agrees that he or she is voluntarily participating in such activities or attending such events with the knowledge of the dangers involved and agrees to assume and accept all risks of such participation or attendance.

- 6.1.3 – IHRA does not take responsibility for the adequacy of the racing facility, safety personnel or equipment, or conditions at any track hosting an IHRA Stock Car event.
- 6.1.4 – All Participants are obligated to inspect the racing facilities, safety personnel and equipment, and conditions of the track on a continuing basis before and during each event.
- 6.1.5 – Participants are obligated to inspect, observe and promptly report any concerns with the facilities, safety personnel / equipment or conditions of the track to IHRA Officials.
- 6.1.6 – Participants are responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as an Owner, Driver, or crew member) in such a manner to minimize the risk of injury to themselves and others.
- 6.1.7 – Neither the IHRA, IHRA Officials, nor Track are responsible for the adequacy or safety of a competitor's race car, racing equipment, or racing activity.
- 6.1.8 – Participants are responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as an Owner, Driver, or crew member) in such a manner to minimize the risk of injury to themselves and others.
- 6.1.9 – Neither the IHRA nor the track shall be responsible for the security of the competitor's race car(s), towing vehicle, trailer, tools or pit equipment while such equipment is parked on the property owned / leased by the IHRA.
- 6.1.10 – The track owner is directly and solely responsible to ensure that the racing facilities are adequate for the event; that adequate safety personnel and equipment are provided for each event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Event Agreement applicable to the event.
- 6.1.11 – Each Participant agrees and consents that in the event of injury or death in the course of or as a result of an event, the IHRA may obtain access to and copies of all the Participant's medical records including privileged or protected health information related to such injury or death.

## **6.2 - Personal Safety**

- 6.2.1 – It is the responsibility of each driver to ensure the safety of their race cars and their racing equipment. Neither the IHRA nor IHRA Officials are responsible for any personal safety equipment's effectiveness.
- 6.2.2 – It is the Driver's responsibility, not that of the IHRA or IHRA Officials, to ensure that all safety devices and systems are approved, correctly installed, maintained, and properly used.
- 6.2.2 – All drivers / crew are required to utilize ALL safety equipment any time that the car is on the track, whether it be during practice, qualifying, or the race.
- 6.2.3 – Drivers must wear a full-face helmet that meets the 2015 Snell standard or better and have a sticker visible for inspection. Only Snell S.A helmets will be allowed and must be free of damage, including cracks, chips, or other defects.
- 6.2.4 – Drivers must use a capable form of head and neck restraint. A strap-type neck restraint is mandatory (no neck collars).
- 6.2.5 – SFI-Approved seat belts with a minimum of double shoulder harness and crotch strap are required. Seat belts must be free from defects, cuts or fraying. Must not be older than 5 years.
- 6.2.5 – Professionally manufactured aluminum racing seats must be used and bolted in six locations with a minimum 0.375 inch (3/8") bolts. An SFI 39.2-rated seat is highly recommended. All other seats must have prior approval by the IHRA Stock Car Series.



## **6.3 – Vehicle Safety**

- 6.3.1 – The Driver's window must be equipped with a safety net with a quick-release latch. Safety net must be a rib-type construction made from one inch by one inch (1" x 1") wide material with one inch by one inch (1" x 1") square openings when installed. Safety net must not be flush with the body or connect to the body at any point. String window nets will not be permitted. The safety net must have a minimum SFI rating of 27.1. The minimum net size must be seventeen inches (17") wide and sixteen inches (16") high. When latched, the window net must fit and pull tight.
- 6.3.2 – A master on/off switch is recommended to be located in the center of the car, clearly marked and within easy access of the driver, as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.
- 6.3.3 – All lead weights must be painted white with the car number painted in red or black on each individual piece and must be securely fastened to the car. ANY LOST WEIGHT WILL RESULT IN A MINIMUM \$ 250 FINE FOR THE FIRST OFFENCE. ANY FUTURE VIOLATION WILL RESULT IN A \$ 500 FINE.
- 6.3.4 – Batteries must be securely fastened and mounted outside the driver's compartment or in a box with a cover.
- 6.3.5 – Roll bar padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while the driver is normally seated with restraints fastened.
- 6.3.6 – The steering wheel must be padded
- 6.3.7 – All cars must have an OBERG, SRI or other IHRA approved vacuum style fuel shut off placed reasonably close to the point the fuel exits the fuel cell.
- 6.3.8 – A fire suppression system must be used with an outlet located in the fuel cell area.
- 6.3.8.11 – No fire suppression outlet should be anywhere near the carburetor or air intake. IHRA Officials reserve the right to instruct a competitor to move the outlet, should it be deemed too close to an intake or carburetor.

## ***7.0 OFFICIATING AND TECHNICAL INSPECTIONS***

### **7.1 – Officiating**

- 7.1.1 – IHRA Officials, as outlined in these Rules, have final and absolute authority over interpretation of rules, including event procedures. Officials shall have exclusive authority over all competitors to ensure the safe and efficient conduct of the event.
- 7.1.1.1 – In the event an IHRA Rule conflicts with a track or other sanctioning body rule, the IHRA rule shall take precedence.
- 7.1.1.2 – The IHRA has sole and final authority on the application of rules.
- 7.1.2 – If an IHRA Official determines that a competitor (team owner, driver, team member, or associate) has, by commission or omission, has violated an IHRA rule (or the spirit of a rule) and/or negatively impacts stock car racing or the IHRA, the IHRA Official shall report the act to the IHRA President or Competition Director as soon as possible. The IHRA President or Competition Director shall consider the report and take actions as deemed necessary. The IHRA shall issue a penalty as it sees fit according to the severity of the violation.



7.1.2.1 – In rare, in the event a member's act is of sufficient gravity as to endanger the safe and orderly conduct of an event, any IHRA Official may take any such immediate action necessary to protect the integrity of the sport and ensure the safety of the Event. Emergency actions taken shall remain in effect until the IHRA Competition Director is informed and takes further action as deemed necessary.

## **7.2 – Technical Inspections**

7.2.1 – All cars participating in an event (practice, qualifying or race) must comply with the IHRA Stock Car Series rules. Failure to follow these rules may result in inability to participate, penalties, fines, suspension, etc...

7.2.2 – IHRA Competitors may be inspected up to three (3) times per event.

7.2.2.1 – Pre-Practice Inspection: All cars will be inspected prior to the first practice for his/her division. An IHRA approved decal will be applied to the car by IHRA Officials

7.2.2.2 – Pre-Qualifying Inspection: All cars will be inspected in an order according to the qualifying order. Competitors will be allowed to install Race/Qualifying tires as they proceed through the inspection line. Once passing inspection, competitors will move their cars to the designated impound area and will be allowed to add/remove tape and adjust tire pressures prior to qualifying. Competitors are allowed to make these adjustments ONLY. No other adjustments and/or modifications will be allowed.

7.2.2.3 – Post Race Inspection: The top five (5) finishers will report directly to the Inspection Area following post-race celebrations. The Post-Race Inspection may vary and be at the discretion of the IHRA Competition Director. Teams are forbidden from making any changes to the car, including the removal or addition of any equipment, except as directed by IHRA Officials.

7.2.3 – All cars will be subject to technical inspection at every event. IHRA reserves the right to inspect any car for any reason, such as but not limited to: technical compliance, safety, etc.. at any time.

7.2.4 – All IHRA inspection equipment as well as the procedures and methods used by the IHRA Officials shall be the only means which determine a vehicle's compliance with these rules and requirements.

7.2.5 – All competitors are required to take all steps necessary as requested by IHRA Officials to facilitate inspection, up to teardown.

7.2.6 – The nature and extent of technical inspection will be determined and performed by the IHRA. No prior notice or warning of the nature or extent of inspection will be given.

7.2.7 – Any team which refuses to comply with these inspection rules are subject to penalty(s). Noncompliance includes not surrendering a car, car part, or equipment for inspection. This includes failing to present a car to IHRA Officials as directed without delay.

7.2.8 – The IHRA as the right to seal or impound cars, car parts, or equipment that has been entered into an event. The IHRA is not responsible for payment or reimbursement for damage or loss suffered by the competitor (team owner, driver, team member or associate) as the result of such sealing or impounding.

- 7.2.9 – Competitors are obligated to inspect, observe and promptly report any concerns with the facilities, safety personnel / equipment or conditions of the track to IHRA Officials.
- 7.2.10 – The IHRA reserves the right to confiscate any non-conforming and/or unapproved part(s). The IHRA is not responsible for payment or reimbursement to the competitor for such confiscated parts.
- 7.2.11 –The Crew Chief is responsible to prove a car or part's legality for competition. IHRA Officials are not required to prove the violation.
- 7.2.12 – In the event of an inspection tear down, at least one (1) team representative may be present during tear down. IHRA Officials will make the final determination of team members to be present and in what capacity they will be allowed and/or required to assist.

## **8.0 PENALTIES**

### **8.1 – General Penalties**

- 8.1.1 – Lap penalties, time penalties, parking a driver, and other in-race actions by Race Control during or after a Race are considered in-race judgment calls and are not considered Penalties under this section, therefore are not subject to appeal.
- 8.1.2 – Officials will address rules infractions in accordance with IHRA Stok Car Series Rules. Every effort will be made to address any issues within 72 hours after the event concludes.
  - 8.1.2.1 – At the discretion of The IHRA Competition Director, a formal Penalty Notice may be issued specifying the event, the rule(s) violated, and any penalties assessed.
- 8.1.3 – Penalties may be assessed against any competitor, crew member or associate in an event, including an Owner, whether physically present at the event or not.
- 8.1.4 – Penalties for violation of IHRA Rules may include, but are not limited to:
  - 8.1.4.1 – Warnings
  - 8.1.4.2 – Fines
  - 8.1.4.3 – Suspension and/or probation for a specific time period and/or number of events.
  - 8.1.4.4 – Permanent ban from any future IHRA events.
  - 8.1.4.5 – Loss of qualifying time or position
  - 8.1.4.6 – Loss of starting position
  - 8.1.4.7 – Loss of finishing position
  - 8.1.4.8 – Disqualification
  - 8.1.4.9 – Loss of championship points
- 8.1.5 – In rare instances, probation and/or suspension may be applied to all competitors under the same ownership or team organization.
- 8.1.6 – Penalties for violating these IHRA Rules are determined by the gravity of the violation, the impact of the violation on fairness and competition, disruption of the event, and the overall interests of stock car racing and the IHRA. Officials will use common-sense guidelines for the imposition of penalties.

8.1.7 – Penalties may be allocated for violation of rules such as, but not limited to:

8.1.7.1 – Performing or participating in actions detrimental to an event or the IHRA

8.1.7.2 – Participating in an IHRA Event while partaking in or under the influence of alcohol or drugs.

8.1.7.3 – Falsifying or forging the signature on any IHRA document, including but not limited to Entry Blanks, Waivers, W-9's, etc..

8.1.7.4 – Any violation of the expectations as detailed in section 4.0 Conduct and Sportsmanship of this Rule Book

8.1.7.5 – Starting engines or generators during the Invocation and National Anthem or at any other times where such activity is prohibited.

8.1.7.8 – Entering onto the racing surface, opening a gate, etc. without clear permission from, and direction to do so from Race Control or IHRA Officials

8.1.7.9 – Contact with another driver's vehicle at any time except during a race

8.1.7.10 – Acts which violate a probation or suspension previously issued

8.1.7.11 – Failing to follow the instruction of an IHRA Official

8.1.7.12 – Any act which endangers another competitor, official, spectator, track staff, or track services personnel

8.1.7.13 – Failure to present a car for inspection as required by IHRA Officials

8.1.7.14 – Failure to comply with inspection requests by an IHRA Official

8.1.7.15 – Failure to surrender parts or equipment found during inspection upon the request of an IHRA Official

8.1.7.16 – Any determination by IHRA Officials that parts and/or equipment do not conform to IHRA Rules or have not been approved by the IHRA Comp. Director

8.1.7.17 – Installation or use of any traction control device, whether functional or not

8.1.7.18 – Any alteration or modification of fuel

8.1.7.19 – Any alteration or modification of tires

8.1.7.20 – Use of any tire not approved for the event

8.1.7.21 – Use of electronic recording devices, onboard computers, or data acquisition devices during any practice session, qualifying or race

8.1.7.22 – Use of unapproved, altered or modified fuel cell or fuel system components

8.1.7.23 – Any modification that permits the lowering or raising of a race car during competition.

## **8.2 – Fines**

8.2.1 - Fines levied against an owner/competitor will be collected by the IHRA Office by deducting the amount from his/her winnings for the event which gave rise to the penalty

8.2.2 – Fines are due and payable prior to the competitor's participation in the next event. If a fine has not been paid prior to the next scheduled event, the competitor will not be able to enter the event premises until the fine is paid.

8.2.3 – In cases where a fine presents a financial hardship, a competitor can make a written request to the IHRA President and/or Competition Director for the fine to be recovered from future race winnings . Such permission must be obtained prior to being allowed to participate in the next event.

## **9.0**    ***EVENT / RACE PROCEDURES***

### **9.1 – General Procedures**

- 9.1.1 – All Drivers must be on-time to participate in IHRA Events which they are entered. Any Driver late for the drivers' meeting, any promotional activities that are part of the event schedule, driver introductions, or other activities shall forfeit any earned starting position and start at the rear of the field as a penalty car.
- 9.1.2 – Any driver information deviation from what is submitted on the Entry Form must be reported and approved by the IHRA Competition Director. This requirement applies during all activity including testing, evaluation, and practice.
- 9.1.3 – Any car which is properly entered in an event may be driven by any driver so long as he/she is properly licensed by the IHRA.
- 9.1.4 – No car will be permitted to compete or continue to compete in practice, qualifying or a race if the car, or driver, presents a hazard. This determination will be at the discretion of the IHRA Competition Director.
- 9.1.5 – Competitors shall not enter upon the racing surface at any time for any reason during practice, qualifying, or a race.

### **9.2 – Car Numbers & Contingency Sponsors**

- 9.2.1 – Numbers must be clearly visible and easily distinguishable from Race Control.
- 9.2.2 – Door numbers must be at least twenty-one (21) inches in height and three (3) inches in stroke (width).
- 9.2.3 – All cars are to have the car number on the roof, clearly readable from the driver's side of the car. Roof numbers must be at least twenty-four (24) inches in height and three (3) inches in stroke (width).
- 9.2.4 – Teams must leave the top of windshield, front fenders and first 12" of the door for use by Series sponsor decals. Select windshield stickers and decals may be required to participate in an event.
- 9.2.5 – When supplied, teams are required to use window and contingency stickers in their designated and mandated positions. Failure to do so may result in a monetary penalty or loss of contingency eligibility.

### **9.3 – Spotters and Radio Communication**

- 9.3.1 – Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter must have stand alone radio or scanner to monitor race control.
- 9.3.2 – All teams are required to have a spotter in the designated spotters stand during the race. Spotter must have the ability to monitor race control with a standalone radio. If the spotter leaves or is removed for any reason the car will be black flagged and not allowed to continue until a spotter is in place.
- 9.3.3 – Spotters are required to attend the drivers' meeting.

- 9.3.4 – If the team does NOT have a spotter in the designated area during testing, practice and qualifying, the Crew Chief and Driver are still responsible for listening to and complying with all directives from Race Control. At least one team member with direct communication to the Driver must monitor the IHRA Race Control frequency at all times when the car is on the track.
- 9.3.5 – Each team's spotter must check in with the IHRA Official assigned to the spotter's stand at least five minutes to the expected start of the race.
- 9.3.6 – Each team is required to provide the IHRA with the radio frequencies in use during the event. Teams must utilize analog radios within the UHF band for all communications. Teams must present a team radio to the IHRA Radio Vendor prior to their first event, or if any changes to radio frequencies occur.

## **9.4 – Timing and Scoring**

- 9.4.1 – The IHRA Chief Scorer is responsible for scoring the event. The decisions of the Chief Scorer, with respect to timing and scoring, are final.
- 9.4.2 – Timing and Scoring will provide information to teams at the conclusion of each testing or practice session. Qualifying results and lineups will be provided as soon as practical. Unofficial results of each race will be posted within twenty (20) minutes of the completion of each race. Reports will be made available at the IHRA trailer.
- 9.4.3 – Upon completion of qualifying sessions and races, the Competition Director will notify the Chief Scorer of inspection results and any relevant penalties. Official results, Championship Points Standings, Contingency Awards, and Race Reports will be posted within forty-eight (48) hours of when the Chief Scorer receives that notification.
- 9.4.4 – Transponders will be provided by the IHRA during each event.
  - 9.4.4.1 – Transponders to be picked up by the team at the IHRA trailer.
  - 9.4.4.2 – Transponders must be mounted in a manner and location determined by IHRA Officials.
  - 9.4.4.3 – Teams must return the transponder to a scoring official before leaving pit area...There will be a \$400 PENALTY for failure to turn in transponders.
- 9.4.5 – Any team with a timing and/or scoring concern during practice and/or qualifying should contact the IHRA Chief Scorer as soon as possible.

## **9.5 – Qualifying**

- 9.5.1 – Qualifying order and pre-qualifying inspection will be determined by a random draw.
- 9.5.2 – Drivers will be allowed two (2) qualifying laps. The faster of the two will be counted as the official qualifying time. Should two or more cars have duplicate fast lap times, the tie will be broken by the driver's second lap time.
- 9.5.3 – Any car sustaining damage during a Qualifying attempt or having a significant mechanical issue may be removed from the grid for repairs. Cars removed from the grid for repairs will forfeit any earned starting position and be required to start at the rear of the field.

## **9.6 – Flag Rules & Procedures**

### **9.6.1 – Green Flag:**

9.6.1.1 – At the beginning of each practice, qualifying or race, when the green flag is displayed, the track clear for competition. On starts and re-starts, a driver must stay in their lane until reaching the finish line.

### **9.6.2 – Yellow Flag:**

9.6.1.1 – The yellow flag and lights signify caution and will be displayed immediately upon a decision by the starter and/or race director that a cause for such action exists.

9.6.1.1 – After the yellow flag and lights are displayed, all cars must immediately slow to a reasonable speed and hold position until such time as the green flag is displayed, or the red flag is displayed. Racing back to the line under caution will not be tolerated.

9.6.1.2 – A pace car will be used at the start of each event and during caution laps. No car may pass the pace car unless directed to do so by a series official.

9.6.1.3 – Pit crews or officials may not service a disabled or damaged car on the racing surface during a caution flag period.

9.6.1.4 – Cars which leave the lineup and pit during a caution flag period, and return during a caution period, will rejoin the lineup at the tail of the field.

9.6.1.5 – Timing and Scoring is frozen at the time of caution. The lineup will revert to the last lap fully completed by all competitors.

9.6.1.6 – All cars involved in the incident will be placed into the lineup at the tail of his/her respective lap.

9.6.1.7 – All caution laps are untimed, uncounted laps unless otherwise specified by IHRA

### **9.6.3 – Red Flag:**

9.6.3.1 – The red flag and lights mean that IHRA Officials have determined that a situation requiring that the race be stopped immediately exists, regardless of the position of cars on the track.

9.6.3.2 – Pit crews may not service disabled or damaged cars on the racing surface during a red flag period.

9.6.3.3 – Cars may not pit during a red flag event unless given approval by IHRA Officials. Any cars that pit during a red flag will restart at the tail end of the field.

9.6.3.4 – Any team which works on a car during a red flag event will incur a penalty

### **9.6.4 – Layover Flag (Blue with diagonal stripe):**

9.6.4.1 – The flag is a courtesy flag and is displayed to indicate to drivers that they are being lapped by faster cars. It will be used at the discretion of IHRA Officials.

### **9.6.5 – Crossed Flags:**

9.6.5.1 – When any two flags are crossed and displayed by the starter, it signals to the drivers that the leader has completed half the distance of the race.

### **9.6.6 – White Flag:**

9.6.6.1 – When this flag is displayed, it signals drivers that the leader has begun his or her last lap. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart.

### **9.6.7 – Checkered Flag:**

9.6.7.1 – When this flag is displayed, it signals drivers that the race (or that segment) has been completed. After the checkered flag is displayed to the leader, the balance of the field will receive the checkered flag in the same lap.

## **9.7 – Starts & Restarts**

9.7.1 – All starts and restarts are double-file. Upon the start or restart, Drivers must maintain their position, lane and speed until the start or restart has occurred. Drivers must remain in line until crossing the start/finish line. At Race Control's discretion, a single-file start, or restart may be directed after unsuccessful attempts at a double-file start or restart.

9.7.1.1 – On the initial start, the IHRA flagman will start the race.

9.7.1.2 - On all restarts, the IHRA flagman will control the restart.

9.7.1.3 – Restart Positions (Prior to the completion of the first green flag lap). In the event of a caution during the first lap of a race, the field will be reset to the starting lineup, with cars involved in the caution being placed at the rear of the field. Cars that are involved but remain on-track will line up according to how the car continued after the caution. Cars that are involved but elect to pit will line up according to the order in which they exit the pit.

9.7.1.4 – Restart Positions (After completion of at least one green flag lap)

- Lead lap cars that did not pit
- Lead lap cars that pitted, in order of pit exit/return to track
- Lap down cars
- Free Pass car
- Cars involved in the Caution and wave-around cars
- Any penalty cars
- Cars laying over

9.7.2 – If the lead car starts the race or restart before the IHRA Flagman displays the green flag, the caution flag may be displayed and the race restarted. Upon multiple start/restart offences, the lead driver could receive the black flag and be sent to the rear of the field. All decisions regarding starts and restarts will be at the sole discretion of Race Control and will be clearly communicated to all racers during the Driver's Meeting.

9.7.3 – The MINIMUM restart speed is 45 mph (may be adjusted at specific tracks)

9.7.4 – No slowing, weaving, brake checking or decrease in acceleration once the pace car leaves the field.

9.7.5 – If a green flag lap is not completed before a yellow comes out all cars will go back to their prior position except for any cars that are penalized, receive assistance, or pit.

## **9.8 – Free Pass (“Lucky Dog”)**

9.8.1 – At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Free Pass (If free pass is the cause of the yellow then it would go to next car in line).

9.8.2 – The recipient of the “Lucky Dog” will stay in their position throughout the caution until directed by the IHRA Competition Director to pass the pace car or drop to the tail of the field. The free pass lap added manually.

9.8.3 – No free pass will be awarded unless a green flag lap is completed. No Free Pass will be awarded within the last 10 laps of the event.



## **9.9 – Green – White - Checker**

- 9.9.1 – IHRA will make every reasonable effort to end races competitively. Race may end under caution due to weather, curfew, or other rare and extenuating circumstances.
- 9.9.2 – If the Yellow Flag is displayed after the leader has taken the White Flag, but before receiving the Checkered Flag, all cars will follow the Yellow Flag procedures.
- 9.9.3 – When racing is ready to resume, the Green Flag will be displayed and the leader will restart the race. Upon completion of the first Green Flag lap, the White Flag will be displayed again. Upon completion of the second Green Flag lap, the Checkered Flag will be displayed and the race deemed complete.
- 9.9.4 – Should the Yellow Flag be displayed again prior to the leader receiving the checkered Flag, the procedures outlined above will be repeated until a race leader receives the Checkered Flag or a maximum of 3 attempts is reached. Then the race will be called and a winner will be declared.

## **9.10 – Race Penalties**

- 9.10.1 – The following penalties are considered in-race, or procedural penalties and are not subject to appeal.
  - 9.10.1.1 – "To the Rear": The Driver must fall to the rear of the longest line immediately. Failure to do so before the Start / Restart will result in the Driver being black-flagged and additional penalties assessed.
  - 9.10.1.2 – "Pass through": The Driver must drop to the inside and complete a pass through the pit road (or designated area) at a safe, reasonable speed and re-enter the race safely. Failure to complete a pass-thru penalty at the earliest opportunity will result in the Driver being black-flagged and additional penalties assessed.
  - 9.10.1.3 – "Lap Penalty": The Driver must drop to the inside and enter the pits to a location directed by Race Control (the "Penalty Box"). The Driver will be held by an IHRA Official and released after the completion of the penalty by Race Control. No work may be done to the vehicle while the penalty is being assessed.
  - 9.10.1.4 – "Black Flag": The Black Flag will be displayed to a Driver, typically in response to a penalty, safety or mechanical issue. Upon receiving the Black Flag, the Driver must drop to the inside and follow the direction of Race Control immediately. Failure to do so in a timely manner may result in penalties, including lap or time penalties, invalidation of laps completed while under the black flag, or disqualification.
- 9.10.2 – Driver actions that may be penalized include, but are not limited to:
  - 9.10.2.1 – Speeding or other unsafe driving in the pit or garage area
  - 9.10.2.2 – Pitting outside of the designated area
  - 9.10.2.3 – Entering the pits or conducting work under a red flag
  - 9.10.2.4 – Speeding through an area where track services personnel are working
  - 9.10.2.5 – Reckless driving (contact with another competitor resulting in a yellow flag)
  - 9.10.2.6 – Failure to line up for the start / restart as directed by IHRA Officials
  - 9.10.2.7 – Failure to follow the direction of an IHRA Official
  - 9.10.2.8 – Passing the pace car without direction from Race Control
  - 9.10.2.9 – Intentionally causing a caution by stopping on the race track

9.10.2.10 – Rough driving (contact that results in one or more competitors hitting the wall/each other)

9.10.2.11 – Retaliation or intentional contact with another competitor during warm-up laps or under caution

9.10.2.12 – Any actions endangering other competitors, spectators, officials, or track services personnel.

9.10.3 – Any Driver who has two unassisted spins in the same race may be required to pit and confer with an IHRA Official and his/her Crew Chief. Any driver who has a third unassisted spin in the same race may be parked for the duration of the race in which the spins occur.

9.10.3.1 – Any Driver parked for this reason shall retain his/her finishing position, purse and points based on the laps completed.

9.10.4 – Any driver who, in the judgment of Race Control, causes or attempts to cause a caution shall be assessed a penalty determined by Race Control. This penalty will be binding and not subject to appeal.

## 9.11 – On-Track Safety

9.11.1 – During a caution period, if a driver has a personal safety concern or medical issue, they may pit and Talk with an IHRA Official for assistance.

9.11.2 – Any issues or medical emergencies will be handled on a case-by-case basis.

## 10.0 POINTS

10.1.1 – To be eligible to earn IHRA Championship points, the owner/driver must be a member in good standing with the IHRA, and both Driver and vehicle must be eligible to participate in the Event.

10.1.2 – IHRA Championship Points will be awarded to the car number as follows, across all divisions:

10.1.2.1 – Qualifying Points: The top 5 qualifiers will receive the following points

Position	Points Earned
P1	5
P2	4
P3	3
P4	2
P5	1

10.1.2.2 – Race Points: The For each completed race, the Championship Points will be awarded as follows:

10.1.2.2 – Race Points: The For each completed race, the Championship Points will be awarded as follows:

P1 - 50	P11 - 36	P21 - 26
P2 - 45	P12 - 35	P22 - 25
P3 - 44	P13 - 34	P23 - 24
P4 - 43	P14 - 33	P24 - 23
P5 - 42	P15 - 32	P25 - 22
P6 - 41	P16 - 31	P26 - 21
P7 - 40	P17 - 30	P27 - 20
P8 - 39	P18 - 29	P28 - 19
P9 - 38	P19 - 28	P29 - 18
P10 - 37	P20 - 27	P30 - 17

10.1.3 – The Championship will be determined by the team earning the most points during IHRA Events in the season. Any Championship winnings will be paid to the team/car owner's name as listed on the team's W-9 on file with IHRA at the beginning of the season.

10.1.4 – In the Event of a tie for any position in the Championship standings, the position will be determined by:

5.3.3.1. The Owner with the most wins.

5.3.3.2. The Owner with the most second-place finishes.

5.3.3.3. The Owner with the most Top-5 finishes.

5.3.3.4. The Owner with the most Top-10 finishes.

## ***11.0 INSURANCE & WAIVERS***

### **11.1 – Insurance**

11.1.1 – IHRA strongly reminds members and track operators of the importance of following the IHRA rulebook and guidelines designed to protect racer and track insurance coverage.

11.1.1.1 – Adhering to the rules and competition guidelines as stipulated in this rulebook along with any and/or all related publications ensures you receive coverage and protection in the event of a racing accident. Non-compliance could result in the loss of insurance coverage.

11.1.2 – Insurance is made available to participants and/or persons entering the restricted area of an IHRA Stock Car Series-sanctioned Event for accidental death or hospital, and/or medical bills. Such insurance is for a period normally associated with the completion of an event and for risks associated with participation in that Event. Insurance shall be applied as secondary coverage ONLY after participant's primary coverage reaches its limits of coverage.

- 11.1.3 – Persons admitted to the restricted areas of an IHRA Stock Car Series race must obey all rules and regulations for that area as set forth by the IHRA. Every individual admitted to any IHRA Stock Car Series event must sign all releases as determined and/or required by the IHRA.
- 11.1.4 – Any injury involving any driver, crew member, or any other competitor occurring on track premises during, an IHRA Stock Car Series event must be reported to the President and/or Competition Director before leaving the premises on the day of the Event. If the injured party is unable to make the report, it is the responsibility of someone known to the injured party to complete an accident report along with the IHRA Competition Director. The medical staff at the event should also be involved in the completion of the documentation concerning the injury.
- 11.1.5 – A track's non-compliance with established rules or guidelines may cause the insurance company not to honor your claim. We urge racers and track operators to ensure the compliance of this rule book and/or any related publications as well as aggressively protect your insurance coverage.

## **11.2 – Waivers**

- 11.2.1 – Any Participant (as defined in 6.1.2) is required to sign IHRA and Track waivers before entering the pits and/or competitor's area. In exchange for being allowed to participate in or attend a racing event, on behalf of themselves and each of the other Releasees (as defined below), hereby releases and agrees not to sue IHRA and each of its respective affiliates and employees, officers, directors, direct and indirect owners, sub-contractors, sponsors, business partners and agents, and all other participants, operators, vendors, agencies, sponsors, advertisers, and owners and lessees of premises used in connection with or related to any drag racing related event or activity (collectively, the "Releasees") from or for, as applicable, all present and future liabilities, claims, and causes of action of any kind, whether at law or in equity, that may be made by the competitor or the competitor's family, estate, heirs, or assigns (collectively, the "Releasers") arising in any way as a result of or in connection with the competitor's participation in a racing event or associated activities, attendance at an IHRA event or associated activities, or use of any membership benefits, including but not limited to actions for property damage, personal injury, or wrongful death. Participant understands and agrees that the Releasees are not responsible for any death, injury, or property damage arising out of participation in the racing event, EVEN IF CAUSED BY THEIR OWN NEGLIGENCE.
- 11.2.2 – Participant also agrees to defend, indemnify, and hold harmless Releasees for all liabilities, claims, damages, causes of action, costs, and expenses of any kind arising out of or in connection with the Participant's participation in the racing event, attendance at an IHRA event, or any and all related activities. Participant understands that this release and indemnification is intended to be as broad and inclusive as permitted by the laws in which the event or activity is taking place and agrees that if any portion of this release is invalid, the remainder will continue in full force and legal effect.

- 11.2.3 – Participant expressly waives all rights under Section 1542 of the Civil Code of the State of California, and under any and all similar laws of any jurisdiction. Participant acknowledges that Section 1542 of the Civil Code provides as follows: A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY. Participant acknowledges, on behalf of itself and each of the other Releasors, that the foregoing waiver of the provisions of Section 1542 of the California Civil Code is a material term and condition of this Agreement. Participant, for itself and each of the other Releasors, expressly acknowledges that this waiver shall be given full force and effect in accordance with each and all of its express terms and provisions, including those terms and provisions relating to unknown and unsuspected claims, demands, and causes of action, if any, to the same effect as those terms and provisions relating to any other claims, demands, and causes of action hereinabove described. Participant further acknowledges, for itself and each of the other Releasors, that each is fully aware that they might hereafter discover facts or other information in addition to or different from those which they now know or believe to be true, with respect to the subject matter of the claims released in this Section 11.2. Nevertheless, the Releasors intend to hereby fully, finally, and forever settle and release all matters, disputes, differences, known or unknown, suspected or unsuspected, which might now exist or heretofore might exist in connection with such claims. The releases given herein shall be and remain in effect as a full and complete release notwithstanding the discovery or existence of any such additional or different facts or information.
- 11.2.4 – Participants hereby grant IHRA and its assigns (a) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their activities at the site of the Event before, during, and after the Event and reasonably related to the event; and (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, their entered vehicles for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video, and other communications media by reproduction and sale or other distribution by any and all means now known or hereafter developed.
- 11.2.5 – Participants agree (a) that, without the prior written consent of IHRA, they shall not take any still or motion pictures or make any audio or visual recording of the event, participants therein, or activities at the site of the event for use other than personal, in home use of the participant, or cause or permit others to do so or to use the same; (b) that IHRA shall have exclusive, worldwide, perpetual, and universal use of any pictures or recordings made or used in violation of this paragraph; and (c) that IHRA shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.

## ***12.0 PIT & SUPPORT VEHICLES***

### **12.1 – Pit / Support Vehicles:**

- 12.1.1 – Only one approved pit support vehicle per entered car allowed and must have the associated team car number clearly visible.
- 12.1.2 – Only golf carts and industrial personnel carrier (Cushman, Taylor-dunn, etc..) will be IHRA-Approved pit / support vehicles. NO SxS, UTV, Atv, quads, dirt bikes, etc.. will be allowed. IHRA has the final authority on allowed support vehicles.
- 12.1.3 – All teams must file an application with the IHRA Office and purchase a permit.
  - 12.1.3.1 – The permit must be prominently displayed.
- 12.1.4 – Operators must hold a valid government issued driver license and must operate vehicle in a safe manner (speeds/riders/load) at IHRA's sole discretion.
- 12.1.5 – Team must have minimum \$1,000,000 in liability coverage and name International Hot Rod Association as additional insured. An approved certificate of liability insurance must be on file on file with the IHRA.
- 12.1.6 – Operating support vehicle in an unapproved area and/or unsafe manner will result in loss of privileges and/or penalties.
- 12.1.7 – The team owner is solely responsible for the actions of any operator of his/her registered Pit Support Vehicle.

## ***13.0 SERIES RULES & GUIDELINES ADDENDUMS***

**RESERVED**  
**FOR FUTURE USE**

**RESERVED**  
**FOR FUTURE USE**



# ***TECHNICAL RULES***

## ***13.0 WHEELS & TIRES***

### **13.1 – Wheels**

- 13.1.1 – Only 15” x 10” steel wheels are allowed.
- 13.1.2 – Wheels may be either 5x5 or wide-5 bolt pattern.
- 13.1.3 – All wheels must include the car number, easily identifiable
- 13.1.4 – All wheel spacer thickness must be within ¼”.

### **13.2 – Tires**

- 13.2.1 – The IHRA Stock Car Series approved tire will be American Racer AR153 only
- 13.2.2 – Teams will be allowed a maximum of two (2) sets of tires per event. One set will be allowed for practice while the other is to be used for qualifying & race. Both sets will be documented by IHRA Officials at time of purchase.
  - 13.2.1.1 – Teams will be allowed to take the practice set to their pit area, but the qualifying/race set must stay in the IHRA-designated impound area until qualifying.
  - 13.2.1.2 – IHRA will allow one (1) team member into the tire impound area to work on tires throughout the day.
  - 13.2.1.3 – The designated team member will retrieve the qualifying/race tires during pre-qualifying technical inspection. He/she must go from the Tire Impound Area directly to the pre-tech inspection area.
- 13.2.3 – Cars MUST start the race on the tires used during qualifying.
- 13.2.4 – No substance of any kind will be allowed on any race tire such as, but not limited to: armor-all, tire dressing, tire conditioner or softener, etc.
- 13.2.5 – Tires will be inspected routinely. If found with any substance applied, tires will be confiscated and a penalty assessed. Any penalty will be determined by IHRA Executives.
- 13.2.6 – Tires may be impounded by IHRA Officials at any time for testing and/or inspection. Testing to be done by an outside laboratory at the discretion of IHRA.
- 13.2.7 – Competitors will be allowed to practice on tires from the previous event.
  - 13.2.7.1 – These tires must have purchased at the previous event and must match the s/n on file with IHRA Officials.
  - 13.2.7.2 – Qualifying/race tires MUST be purchased at the current event and documented by IHRA Officials.
- 13.2.8 – Bleeders are NOT allowed

## ***14.0 FUEL***

### **14.1 – Fuel**

- 14.1.1 – Competitors must run VP Racing Fuel as specified by IHRA. No other fuels will be allowed.
- 14.1.2 – No fuel additives are allowed. Any competitor which adds anything to his/her fuel will be subject to penalty such as, but not limited to, fines, suspension, loss of position and/or points, disqualification, etc..
- 14.1.3 – Fuel is subject to inspection at any time and must pass an IHRA chemical test.

## **15.0 LATE MODEL SPORTSMAN RULES**

### **15.1 – Bodies**

- 15.1.1 – IHRA-approved bodies are Five Star and AR Bodies according to LMSC guidelines.
  - 15.1.1.1 – Perimeter bodies ONLY. Offset bodies will NOT be allowed.
  - 15.1.1.2 – NexGen bodies are allowed
  - 15.1.1.3 – Revolution by AR Bodies is allowed
- 15.1.2 – No steel or carbon fiber bodies and/or body panels are allowed
- 15.1.3 – All bodies must be mounted on centerline. No twisting or skewing of bodies is allowed
- 15.1.4 – Sides may be flared out a max of 2” from bumper-to-bumper.
- 15.1.5 – Minimum roof height is 48”
  - 15.1.5.1 – Roof height will be measured 10” back from top of windshield
- 15.1.6 – Maximum quarter panel height of 34.5”
- 15.1.7 – Minimum rocker panel height is 4” from ground
  - 15.1.7.1 – Sides must be perpendicular to ground; no flaring or tapering allowed.
- 15.1.8 – Radiator under panning may be a maximum of 34” wide and extend from the nose to the radiator.
- 15.1.9 – Two front brake fans/hoses per side with a maximum diameter of 3” hose are permitted to brake or tire.
- 15.1.10 – Valance height must be between 4” (min) and 6” (max) from ground.
- 15.1.11 – Leading edge of valance must be between 46” – 47”, measured from center of front tires
- 15.1.12 – Nose height must be 23” (min) at leading edge of hood flange.
- 15.1.13 – Tape may only be used on grille and spoiler.
- 15.1.14 – Competitors will NOT be allowed to push and/or pull on any part of the body during tech inspection

### **15.2 – Chassis**

- 15.2.1 – Chassis construction according to LMSC rules/guidelines
- 15.2.2 – Non-magnetic and/or hollow bolts, fasteners, or hardware will NOT be allowed
- 15.2.3 – Titanium, Inconel, or exotic metals are not allowed for use on the race car unless specified

### **15.3 – Weights & Dimensions**

- 15.3.1 – Cars must weigh a minimum of 3,100 lbs
  - 15.3.1.1 – Right side weight shall be a minimum of 1,375 lbs
  - 15.3.1.2 – One (1) pound per lap fuel burn allowance will be given for post-race tech
- 15.3.2 – No tungsten allowed. All weight shall be lead and must be securely fastened inside steel box tubing with a minimum 1/8” wall thickness.
  - 15.3.2.1 – No weight is to be added behind the rear axle.
- 15.3.3 – The maximum tread width shall be 64.5”, measured at spindle height.
- 15.3.4 – The wheelbase shall be between 104.5” (min) – 105.5” (max)
- 15.3.5 – Frame height shall be 4” (min)

## 15.4 – Engine

IRHA will allow competitors to choose between one of the following three (3) engine options:

### 15.4.1 – GM CT525 Crate Engine

15.4.1.1 – The engine must contain the OEM seals and IHRA seals

15.4.1.2 – Any engine not containing these seals will not pass inspection.

15.4.1.3 – Must run the approved IHRA restrictor plate. No modifications are allowed.

15.4.1.4 – Race City Performance is the only IHRA-recognized engine supplier.

15.4.1.5 – Ignition: MSD 6014CT Ignition controller. No other ignition system may be used.

15.4.1.5.1 – The MSD Ignition Controller must be purchased through Race City with the IHRA map (rpm, timing & spark) pre-installed and be registered to the engine.

15.4.1.5.2 – This map will be checked at every inspection throughout the day. If any competitor has a map that deviates from that which is specified by IHRA, he/she will face the following penalties:

- 1<sup>st</sup> Offence: IHRA Officials will swap the box with an IHRA-owned MSD ignition controller, and the team owner will incur a \$250 fine

- Future Offence(s): IHRA Officials will swap the box with an IHRA-owned MSD ignition controller, and the team owner will incur a \$500 fine.

15.4.1.5.3 – IHRA reserves the right to examine the MSD controller at any time.

15.4.1.6 – Coil Packs: Only OEM or OEM style GM coil packs are allowed. No high performance / h.o. coil packs are to be used.

### 15.4.2 – HMS Enforcer

15.4.2.1 – HMS Enforcer engine must adhere to guidelines as outlined in HMS Enforcer Specification Handbook

15.4.2.2 – Absolutely no unapproved modifications, lightening, or changes of any kind the HMS/ENFORCER parts will be allowed.

15.4.2.3 – All engine parts laser labeled with HMS/ENFORCER along with “OR-CODE” labeling must not be disturbed and must be readable at all times.

15.4.2.3 – The spec cam shaft as supplied as part of the HMS Enforcer package must measure as supplied by COMP Cams spec sheets supplied by COMP Cams.

15.4.2.4 – Ignition: Only one (1) ignition amplifier box and one (1) ignition coil will be permitted and must be mounted on the dash on the passenger side of car---out of drivers reach. Any wires from distributor to amplifier box must be run separately – not part of a loom of wiring harness. NO modifications to the amplifier box will be permitted.

15.4.2.4.1 – Electronic distributors are permitted and must mount in stock location, maintain stock firing order, be gear driven, and be equipped with magnetic pick-up. No crank trigger, adjustable timing mechanisms, magnetos or computerized systems. Single or dual point camshaft driven distributors are also permitted. No magnetos permitted.

15.4.2.4.2 – The mag positive and negative wiring shall be a maximum of 62” long. All wiring must be point to point and each wiring connection must be easily traceable and removable from the vehicle for inspection. All tachometer wires must be uninterrupted between the tachometer and the supply source. Any splices or bare/punctured wires will not be permitted in the ignition system. Terminated wiring must be sealed to prevent connection. Only CLEAR shrink wrap, tape, or bands are permitted in the wiring harness.

15.4.3 – Ford D347SR7 Crate Engine: Must be used as supplied by the manufacturer and/or per the factory specification manual.

15.4.3.1 – 1” (maximum) aluminum spacer plate placed under carburetor will be permitted. Must be four holed or open design. No tapered or bevel designs allowed. No adapters will be allowed.

15.4.4 – The following rules apply to both engine options

15.4.4.1 – Engine must be mounted so that the centerline of the crankshaft is in the centerline of the front sub-frame.

15.4.4.2 – Engine must be located so that the center of the forward most spark plug hole on the right side is in line with or 1” (max) forward of the center of the right front upper ball joint.

15.4.4.3 – Air Filters: 12” – 14” dry air filters with a 1.5” – 4” height are allowed. No spraying or soaking the air filters and/or cold air boxes are NOT allowed.

15.4.4.4 – Headers: 1-5/8” max dia. mild steel, under-chassis headers only. No Tri-Y headers allowed. No stainless steel or internal coating of headers will be allowed.

## 15.5 – Carburetor

15.5.1 – A Single Holley 650 cfm 4bbl is allowed. The following p/n’s are allowed:

- 80541-1
- 80541-2
- 80541-3

15.5.2 – No alterations and/or modifications such as but not limited to: polishing, grinding, drilling or plugging of holes, painting and/or coating inside or outside of carburetor, butterfly tapering, etc...

15.5.3 – Any attempt to pull outside air other than down through venturis is not permitted.

15.5.4 – One (1), one-piece, solid, open aluminum carburetor spacer .5” in thickness with a one-piece non-metallic gasket with a maximum thickness of .065 inches will be permitted.

15.5.5 – A minimum of two return springs is required. Throttle stops are recommended.

15.5.6 – No heat shields or any other type of hot air deflection device or airflow deflection device is allowed in engine compartment.

## 15.6 – Transmission

15.6.1 – OEM, Muncie, or T-10 type transmissions with four (4) forward working gears and one (1) reverse gear must be used. 4<sup>th</sup> gear ratio must be 1:1. Maximum MSRP of \$3500

15.6.2 – OEM steel, angle-cut gears may be used. Straight-cut gears are not allowed.

15.6.3 – No lightening and/or modification to the gears will be allowed.

15.6.4 – Driveshaft: 2-3/4” – 3” steel or aluminum only and must be painted white.

13.6.4.1 – Two (2) drive shaft loops must be used. These must be 2” x 1/4” steel (each)

15.6.5 – Clutch: A 5.5” dia (minimum) clutch is allowed. Clutch must be two (2) or three (3) disc conventional clutch and must be mounted to the flywheel/button.

15.6.5.1 – No “slipper”, “centrifugal” or non-standard material (carbon fiber) allowed.

## 15.7 – Rear End

- 15.7.1 – Only Quick-Change rear with lockers are allowed.
- 15.7.2 – Strut bars on axle housing are NOT allowed.
- 15.7.3 – Crowned and/or twist axles are NOT allowed. Axles must be steel.
- 15.7.4 – No Cambered rear ends allowed. Rear end must be centered in chassis +/- 1/2”.
- 15.7.5 – Only one piece, steel drive plates with internal splines are allowed. LH & RH drive plates must be the same thickness.

## 15.8 – Brakes

- 15.8.1 – Any four (4) piston caliper with a MSRP of \$ 850 (max) allowed.
- 15.8.2 – Floating calipers and/or floating rotors are NOT allowed.
- 15.8.3 – Titanium and/or carbon fiber brake components are NOT allowed.
- 15.8.4 – Brake blowers must be controlled by an on/off switch. No adjustable / variable speed brake blowers are allowed.

## 15.9 – Wheels, Hubs, Spindles, & A-Frames

- 15.9.1 – Lower A-Frames must be between 15” – 16”. LH & RH lowers must be the same length and centered in chassis.
- 15.9.2 – LH & RH lower mounting points must be the same distance from centerline of chassis.
- 15.9.3 – One-piece, billet spindles are NOT allowed. Only fabricated, steel spindles are allowed.
- 15.9.4 – Offset hubs are NOT allowed.
- 15.9.5 – All 4 wheels must be the same offset

## 15.10 – Suspension

- 15.10.1 – NO BUMP STOPS, BUMP SPRINGS, or COIL-BINDING. This will be checked in pre-race inspection(s) and the top 5 finishers will be checked in post-race inspection.
  - 15.10.1.1 – No progressive springs will be allowed. All coils must be evenly spaced.
- 15.10.2 – Competitors may choose from the following IHRA – approved shocks:
  - 15.10.2.1 – Front: AFCO 2675-712DZ-IHRA ( 7” / 5 comp / adj. 7-12 rebound)  
AFCO 2676-712DZ-IHRA ( 7” / 6 comp / adj. 7-12 rebound)  
AFCO 2695-712DZ-IHRA ( 9” / 5 comp / adj. 7-12 rebound)  
AFCO 2696-712DZ-IHRA ( 9” / 6 comp / adj. 7-12 rebound)  
  
Rear: AFCO 2675-36DZ-IHRA ( 7” / 5 comp / adj. 3-6 rebound)  
AFCO 2676-36DZ-IHRA ( 7” / 6 comp / adj. 3-6 rebound)  
AFCO 2695-36DZ-IHRA ( 9” / 5 comp / adj. 3-6 rebound)  
AFCO 2696-36DZ-IHRA ( 9” / 6 comp / adj. 3-6 rebound)
  - 15.10.2.2 – No other shock absorbers will be allowed.
  - 15.10.2.3 – No modifications and/or tampering of the factory seal will be allowed.
- 15.10.3 – IHRA will dyno the shocks of the top 5 finishers at post-race inspection.
- 15.10.4 – No chains, cables or other travel-limiting devices shall be used. Suspension must droop 2” (min) when jacked up.
- 15.10.5 – Either coil-over or conventional springs are allowed, with one (1) spring per wheel.

15.10.6 – Spring pre-loading devices are not allowed.

15.10.7 – Springs must touch 270° in spring seat. No “pig tailing” of springs is allowed.

15.10.8 – Maximum one (1) continuous, 360° spring rubber per wheel.

## **15.11 – Trailing Arms & Track bar**

15.11.1 – May be 3-link or Truck arm

15.11.1.1 – 3-Link trailing arms must be 25” (max) center-to-center and must be 1-1/4” x 2” x 1/8” (min) steel, box tubing. Arms must be the same length.

15.11.1.2 – Single upper 3<sup>rd</sup> link only with heims at each end. Solid connections only, bevel washers, springs, rubber etc. are NOT allowed.

15.11.1.2 – Truck arms length must be between 51” (max) and 45” (min) and must be within ¼” of each other.

15.11.1.3 – All truck arms and trailing arms must be mild steel. No Domex or other exotic metals.

15.11.2 – Trailing arm ends must be steel, monoball only, no rubber bushings and must be the same size at each end. Sliders in monoball housing are NOT allowed.

15.11.3 – The track bar must be mounted using ¾” bolts on each end. Solid connections only, bevel washers, springs, rubber etc. are NOT allowed.

## **15.12 – Sway Bar**

15.12.1 – One-piece or three-piece magnetic steel, mounted in center of frame.

15.12.2 – Sway bar must be a maximum of 37-1/2” long, 2” (max) dia with 1-3/4” (max) ends.

15.12.3 – Sway bar arms must be a minimum of 12” long, center-to-center

## **15.13 – Cooling**

15.13.1 – Pressurized cooling systems are NOT allowed.

15.13.2 – Cooling system must be water only, no antifreeze. Competitors may add water-wetter.

15.13.3 – May run electric or manual fans. Manual fans must be covered 360° with a shroud

15.13.4 – Cool down machines are NOT allowed.

## **15.14 – Electrical & Wiring**

15.14.1 – No open-end wiring allowed in driver’s compartment.

15.14.2 – Digital dashes are NOT allowed.

15.14.3 – All electrical connections must be secured using wire ties prior to race.

15.14.4 – Absolutely No traction control will be allowed. If a competitor is caught using traction control, he/she will be assessed a \$ 5,000 fine and face an 8-race suspension.

15.14.5 – The alternator output may not exceed over 14.9 volts

15.14.6 – Cellphones, smart watches, or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

15.14.7 – No electric steering components will be allowed.

## **15.15 – Fuel Cell**

15.15.1 – Fuel cell must be maximum of 22-gallon capacity and consist of a bladder in a steel can.

## **16.0 PRO LATE MODEL RULES**

### **16.1 – Bodies**

- 16.1.1 – Standard 2026 ULRA rules apply unless stated below
- 16.1.2 – IHRA-approved bodies are Five Star and AR Bodies according to ABC guidelines.
  - 16.1.2.1 – A-B-C Gen 1 & Gen 2 Body Rules apply unless otherwise specified herein.
  - 16.1.2.2 – ABC, NexGen and AR Revolution bodies are allowed
- 16.1.3 – No steel or carbon fiber bodies and/or body panels are allowed
- 16.1.4 – Sides may be flared out a max of 2” from bumper-to-bumper.
- 16.1.5 – Radiator under panning may be a maximum of 34” wide and extend from the nose to the radiator.
- 16.1.9 – Valance height must be between 4” (min) and 6” (max) from ground.
  - 16.1.9.1 – Maximum 3” x 3/16” valance.
- 16.1.10 – Nose height must be 23” (min) at leading edge of hood flange.
- 16.1.11 – Tape may only be used on grille and spoiler.
- 16.1.12 – Competitors will NOT be allowed to push and/or pull on any part of the body during tech inspection

### **16.2 – Chassis**

- 16.2.1 – Chassis construction according to 2026 ULRA rules/guidelines
- 16.2.2 – Non-magnetic and/or hollow bolts, fasteners, or hardware will NOT be allowed
- 16.2.3 – Titanium, Inconel, or exotic metals are not allowed for use on the race car unless specified

### **16.3 – Weights & Dimensions**

- 16.3.1 – Weights according to 2026 ULRA Rules
  - 16.3.1.1 – Maximum 58% left side weight.
  - 16.3.1.2 – One (1) pound per lap fuel burn allowance will be given for post-race tech
- 16.3.2 – No tungsten allowed. All weight shall be lead and must be securely bolted inside steel box tubing or pan.
  - 16.3.2.1 – No weight is to be added behind the rear axle.
- 16.3.3 – The maximum tread width shall be 66”, measured at spindle height.
- 16.3.4 – The wheelbase shall be between 101” (min) – 105.” (max)
- 16.3.5 – Frame height shall be 4” (min)

### **16.4 – Engine**

- 16.4.1 – Standard 2026 ULRA Engine & Ignition rules apply.

### **16.6 – Transmission**

- 16.6.1 – OEM, Muncie, or T-10 type transmissions with four (4) forward working gears and one reverse gear must be used. 4<sup>th</sup> gear ratio must be 1:1. Maximum MSRP of \$3500
- 16.6.2 – OEM steel, angle-cut gears may be used. Straight-cut gears are not allowed.
- 16.6.3 – No lightening and/or modification to the gears will be allowed.
- 16.6.4 – Driveshaft: 2-3/4” – 3” steel or aluminum only and must be painted white.
  - 13.6.4.1 – Two (2) drive shaft loops must be used. These must be 2” x ¼” steel (each)
- 16.6.5 – Clutch: A 5.5” dia (minimum) clutch is allowed. Clutch must be two (2) or three (3) disc conventional clutch and must be mounted to the flywheel/button.
  - 16.6.5.1 – No “slipper”, “centrifugal” or non-standard material (carbon fiber) allowed.



## 16.7 – Rear End

- 16.7.1 – Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover only.
- 16.7.2 – Maximum rear camber is +/- 1.5°
- 16.7.3 – Strut bars on axle housing are NOT allowed.
- 16.7.4 – Cars must utilize a working locked rear end (i.e., a spool or similar). No part of the spool may move or twist. Minimum 8” ring gear.
- 16.7.5 – No twist axles allowed

## 16.8 – Brakes

- 16.8.1 – Vehicle must be equipped with four-wheel hydraulic brakes
- 16.8.2 – Any four (4) piston caliper with a MSRP of \$ 850 (max) allowed.
- 16.8.3 – Only steel rotors will be allowed.
- 16.8.4 – Brake fluid circulators permitted. Liquid or gas cooling not permitted
- 16.8.5 – Two front brake fans/hoses per side with a maximum diameter of 3” hose are permitted to brake or tire.
- 16.8.6 – Rear brake cooling: One 3” fan with a screen will be allowed per side, attached directly to each axle tube and a 3” diameter hose, maximum of 12 inches long from the blower to the brakes or the tire. Nothing may be attached to the end of the hose, no naca duct, or any other attachments. Just the blower and the hose.
- 16.8.7 – Titanium and/or carbon fiber brake components are NOT allowed.

## 16.9 – Suspension

- 16.9.1 – No fifth (5th) coil or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end.
  - 16.9.1.1 – All truck arms and trailing arms must be mild steel or aluminum only.
- 16.9.2 – All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
- 16.9.3 – Minimum wheelbase of 101” with maximum of 105”. The difference from left to right may not exceed ½ inch.
- 16.9.4 - No in car driver adjustments other than one adjuster for brakes.
- 16.9.5 – Coil Springs and Spindles must be Steel. (Exception: approved Coleman Spindle)
- 16.9.6 – Competitors may choose from the following IHRA – approved shocks:
  - 16.9.6.1 – Front: AFco 2675-712DZ-IHRA ( 7” / 5 comp / adj. 7-12 rebound)  
AFco 2676-712DZ-IHRA ( 7” / 6 comp / adj. 7-12 rebound)  
AFco 2695-712DZ-IHRA ( 9” / 5 comp / adj. 7-12 rebound)  
AFco 2696-712DZ-IHRA ( 9” / 6 comp / adj. 7-12 rebound)  
Rear: AFco 2675-36DZ-IHRA ( 7” / 5 comp / adj. 3-6 rebound)  
AFco 2676-36DZ-IHRA ( 7” / 6 comp / adj. 3-6 rebound)  
AFco 2695-36DZ-IHRA ( 9” / 5 comp / adj. 3-6 rebound)  
AFco 2696-36DZ-IHRA ( 9” / 6comp / adj. 3-6 rebound)
  - 16.9.6.2 – No other shock absorbers will be allowed.
  - 16.9.6.3 – No modifications and/or tampering of the factory seal will be allowed.

16.9.7 – The top 5 finishers will have their shocks checked via dyno during post-race inspection.

16.9.8 – NO BUMP STOPS, BUMP SPRINGS, or COIL-BINDING. This will be checked in pre-race inspection(s) and the top 5 finishers will be checked in post-race inspection.

16.9.8.1 – No progressive springs will be allowed. All coils must be evenly spaced.

## **16.10 – Electrical & Wiring**

16.10.1 – Battery powered ignition required. Vehicle MUST start under own power.

16.10.2 – Max.16-volt battery. Must be securely mounted outside the driver's compartment. Car must be able to start with a 12-volt battery. No Mags.

16.10.3 – No open-end wiring allowed in driver's compartment.

16.10.4 – Digital dashes are NOT allowed.

16.10.5 – All electrical connections must be secured using wire ties prior to race.

16.10.6 – Absolutely No traction control will be allowed. If a competitor is caught using traction control, he/she will be assessed a \$ 5,000 fine and face an 8-race suspension.

16.10.7 – The alternator output may not exceed over 14.9 volts

16.10.8 – Cellphones, smart watches, or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

16.10.9 – No electric steering components will be allowed.

## **16.11 – Cooling**

16.11.1 – Pressurized cooling systems are NOT allowed.

16.11.2 – Cooling system must be water only, no antifreeze. Competitors may add water-wetter.

16.11.3 – May run electric or manual fans. Manual fans must be covered 360° with a shroud

16.11.4 – Cool down machines are NOT allowed.

## **17.0 TECHNICAL RULES ADDENDUMS**

**RESERVED**  
**FOR FUTURE USE**

**RESERVED**  
**FOR FUTURE USE**