



**2008**

**Official Rule Book**

**INCLUDES CONSTITUTION AND**  
**BY LAWS**

**[www.formulaindyracing.com](http://www.formulaindyracing.com)**

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***Formula Indy Racing Assoc.***

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## **2008 OFFICERS**

**President – John Zeilinga**  
**Vice President – Wally Reitz**  
**Treasurer – Lyle Phillips**  
**Secretary – Tim Roach**  
**Race director – Dick Heath**  
**Tech inspector – John Zeilinga**

## **Tech Assistants**

**Chuck Augustine, Dick Heath**

## **BOARD OF DIRECTORS**

**Gary Cooper**

**Rich Kossak**

**Dick Heath**

**Wally Reitz**

**Tim Roach**

**Dick Hautzinger**  
(lifetime voting member)

## **PUBLIC RELATIONS**

**Dick Heath**

## **WEBMASTER**

**Wally Reitz**

## **MEMBERSHIP**

Any person or persons who undertakes to participate in a FIRA sanctioned event shall be deemed to be acquainted and familiar with these rules and their Membership Application shall constitute their acceptance of all rules and regulations.

NOTE - As of 2007, Wally Reitz has been UNANIMOUSLY awarded a lifetime membership in FIRA.

**1.ELIGIBILITY** - Any person shall be eligible for membership regardless of sex, color, creed or national origin. The membership shall run from January 1 (or the date dues are received) through December 31 of the same year.

**2.COMPETITION** - All competitors/drivers must be members of the Association. All drivers must be 16 years of age or older and be a licensed driver. If a driver is under 18 years of age, they must have a legal written consent from their parent or guardian.

### **3.MEMBERSHIP FEES:**

Car \$50.00

Driver (member) \$25.00\*

\*Includes non-voting associate member

Add'l. non-voting associate member \$15.00

Race Entry Fee (per night) \$15.00

4. \$7.00 from each \$15.00 race entry fee per night will go to the Point Fund. \$4.00 from each race entry fee will go to Public Relations. 30% of all membership fees will go to Public Relations.

## **RESPONSIBILITIES**

1. All drivers must use their legal name at all FIRA sanctioned events.

2. It is the responsibility of all drivers and car owners to know and understand the rules and regulations of FIRA as stated in this book.

3. All safety equipment worn by the driver must be available for inspection at any time.

4. Car owners will be responsible for the actions of their driver and crew-members both on and off the track.

5. The use of alcoholic beverages and/or non-prescription drugs is prohibited by any driver or crew-members before or during the day's racing events. Alcohol cannot be consumed in the pits until all racing for all divisions has been completed for the day/night and the track allows it. The use of illegal drugs is not condoned at any time.

6. All members are responsible for conducting themselves in a manner which will not be detrimental to FIRA. Conduct that is judged to be detrimental to the interests of FIRA can result in penalties including suspension, fines, loss of points and/or prize money at the discretion of the President.

7. A driver and car must enter at least 50% (rounded up) of the overall total current year FIRA racing events to be eligible for the year end point fund. A driver will qualify for a trophy according to their total season points.

8. No car will be started in the pit area unless both rear wheels are off the ground or a qualified driver is in the driver's seat. No car will be operated in the pit area at a high rate of speed or in an unsafe manner.

## **TECHNICAL INSPECTION**

**TECHNICAL INSPECTOR** – The Technical Inspector will have authority to disqualify any car for the nights racing program if the car is not suitable for competition. The Technical Inspector shall have the discretion to levy up to a \$25 fine for subsequent repeated technical violations. The fine must be paid prior to racing the event. Penalty shall be turned over to the Treasurer. There will be one (1) Technical Inspector elected by majority vote.

**TECHNICAL INSPECTION** -At pre-race inspection, the Technical Inspector can thoroughly examine any car. No car will be allowed on the track until it has successfully completed technical inspection. Any car which is in an accident involving possible chassis damage must be inspected before it will be allowed to compete in any racing event. The responsibility for presenting the car for inspection and obtaining approval for competition rests with the driver. Any car can be re-inspected at any time at the discretion of the Technical Inspector.

**At post race and random Tech Inspection.** If an engine is declared illegal by the Tech Inspector using the non-invasive tests, the owner will have the right to, then and there, disassemble the engine for direct measurement of the bore and stroke. If the engine is found to be legal, upon presentation of a paid receipt the owner will be reimbursed by the FIRA Treasurer for the reasonable cost of gaskets and or seals necessary to carry out the inspection only. This does not include any labor charges.

This is not applicable to a protested engine where a fee has already been submitted.

## **DRIVERS PERSONAL SAFETY EQUIPMENT**

- 1.** As of January 1, 2005, it will be mandatory for every driver to have an SA95 (Special Application) Snell approved or newer full face helmet. The Snell Sticker designating compliance with the standard must be permanently affixed to the helmet.
- 2.** Race suit of approved Nomex or equivalent suits are mandatory. Safety harness, arm restraints, Nomex gloves and safety neck brace (support /collar) are mandatory, a head and neck device, such as a Hans Device, is acceptable. A one piece suits, Nomex underwear, Nomex hoods, face mask, Nomex socks, racing shoes, sternum strap and a roll cage safety net are highly recommended. These items are for your own safety and well being.
- 3.** Fire extinguishers are mandatory in any FIRA event. Each pit must have a minimum of an operable 2-1/2 lb. A:B:C extinguisher in an easily accessible location. FIRA strongly advises the use of an onboard fire suppressant system.

## **PROTEST**

**1.** The Technical Inspector has the right to check any car at any time without a protest. All monies and points for the car being checked will be withheld until the Technical Inspector makes his decision. If the car is legal all monies and points will be awarded as normal. If the car is illegal all monies and points for that event will be forfeited. See page 13 for additional information.

**2.** Written protests (on the car \$30) or (on the engine \$100) dollars must accompany the protest. If the protester is proven wrong, the protested car owner receives the protest fees. If the protester is proved correct, the protest fee will be returned. The illegal car owner or driver will forfeit all points and monies earned at the event and can be suspended 30 days, effective that date. If an owner or driver repeats the same infraction, a one-year (1) suspension will be effective that date.

**3.** A general protest-Anyone with the intent to file a general protest and is physically able to do so must do so at the race track the night of the incident after completion of our racing events and must do so with those Board Members in attendance. The decision on the protest will be reached and voted on by a minimum of 4 Board Members in attendance. If 4 Board Members are not in attendance or if the driver is physically unable to file a protest at the track, the driver or a representative can file a written protest within 72 hours after the incident. A minimum of 4 Board Members would then make the final ruling at least 24 hours prior to the next race date.

If a protest is submitted against one or more members of the Board, the protested members will exclude themselves from the vote. If the majority of the Board is protested, a general membership meeting must be held as soon as possible. Each Board Member's decision must be put in writing to the Chairman of the Board.

## **ENGINE SPECIFICATIONS**

**Class PRO/A** -One (1) 1975 through current year, liquid cooled 2 cycle snowmobile engine, with a maximum overbore of .060" or a maximum displacement of 609cc whichever is smaller. The Rotax 521 engine with 583-conversion kit is allowed. One (1) 4 cycle motorcycle engine 750cc with .060" overbore permitted, or one (1) free air or fan cooled snowmobile engine, maximum 609cc. ENGINES - Manufactured standard and readily available. Self-starting, recoil or electric start mandatory. Push start allowed only with Board approval. All motorcycle engines must retain and use the stock transmission and stock style clutch. No prototype or experimental engines allowed. The Yamalaris Triple and Decker Triple are considered to be prototype engines.

**CLASS PRO-AM** One (1) Chaparral liquid cooled snowmobile engine, maximum 440cc (Rupp crankcase and crank shaft allowed as replacement for Chaparral), one(1) 440 cc free air or fan cooled engine; one (1) 440cc liquid cooled Kioritz (Model KEC440LC); one (1) stock Arctic Cat 440cc liquid cooled engine with no internal modifications (Model AF44L); one (1) 400cc Polaris piston port engine; one (1) 440cc liquid cooled Kawasaki Invader (TC44A) (not the LTD model); one (1) 440cc liquid cooled John Deere Liquefier (TA440B); ONE (1) 440CC Polaris (EC45-PL-O1 or EC45-PL-02) (No XCR Specials allowed); One (1) 440cc Arctic Cat Prowler or Cougar (AJ44L3) (ZR Model AN44L1 not allowed); or one (1) 550cc 2 cylinder, 4 cycle, 2 valve per cylinder motorcycle engine, carbureted only. Stock throttle bore. No rotary valve motors allowed in Pro-am Class. Maximum over bore of .060" for all listed Pro-Am Motors. The AMW 500 engine in stock condition as supplied by AMW for F500 racing with no exceptions. One (1) Pro or Pro-Am engine allowed.

## **MECHANICAL & GENERAL SPECIFICATIONS PRO & PRO-AM**

**SUITABILITY FOR COMPETITION**- The basic design of the car must be suitable for racing with particular emphasis on safety. All FIRA rules, especially safety rules, must be met by all cars at all times. Cars not complying with the rules will not be allowed to compete NOTE: There will be no grace period granted to any car that allows it to compete without meeting FIRA rules that govern safety or car performance.

**WHEEL BASE**- Minimum 64" to 86" maximum axle center to center.

**WIDTH**- Must not exceed 64" overall, measured from sidewall to sidewall. No part of the car may protrude beyond the widest part of the tires or wheels.

**APPEARANCE**- All cars must be neat, clean and painted. The Board of Directors has the right to disqualify (by majority vote) any car that does not present a suitable appearance. All cars must have the Indy, Formula or Super-modified styling. No midget mini-sprint or sprint car design tail pieces allowed.

**BODY**- Full body with open wheels. All body parts will be intact and securely mounted to the frame. No part of the body may cover the top of the tires. The lower part of the driver's body must be enclosed at all times that the car is operated on the track. Top and sides of side pods should be fully enclosed and are mandatory. The back of the pod must be at least one-half the width or more of the rear tires.

**WEIGHT** - 750 lbs. car and driver minimum after a race. If additional weight is required, all ballast must be solid and permanently attached to the car. Total ballast weight cannot exceed 30 lbs. All ballast must be painted white and clearly identified with the car number.

**WINGS** - Rear wings or panels will be used for the car number and shall not be mounted directly over the top of the roll cage. Both side panels of wing are to be of same width and height dimensions and both side panels must be equal distance from the ground. The rear wing including the side panels must be no higher than the roll cage. Wings cannot be attached to the main roll cage. The leading edge of the wing cannot be further forward than the leading edge of the rear tire. The cord of the wing cannot exceed 32" front to rear. Vertical side fences or vertical wings cannot be used unless they are a part of a horizontal wing system. Wing width shall not exceed the width of the car including the tires. The rear wing cannot extend more than 34" beyond the rear of the rear tires. Front wing end plates, if used, must be flexible plastic or rubber only so as not to be a danger to other competitors.

**CAR IDENTIFICATION** - All cars must have a minimum 10" high number/s on both sides of rear wing panel and a minimum 8" high number/s on top front (hood) of car. Rear wing side panels must be painted and cannot be bare metal. Numbers must be painted in contrasting colors. Scorer's requests to revise the color or style of numbers to improve readability will be honored. No prism tape or three digit numbers allowed. Each car must be marked Pro or Pro-Am in 3" letters anywhere on the side of the car visible to the crowd. All Pro-Am cars must have a contrasting colored stripe on the rear bumper.

**SUSPENSION** - Any design suitable for racing speeds and stresses. The total cost for one car set of spring units and shock absorbers must not exceed \$800. No independent rear suspensions allowed. All fasteners that attach suspension components to the frame, spindle or axle must be safety wired, cotter keyed, or pinned to prevent unintentional loosening. The Technical Inspector can disqualify any suspension deemed unsafe.

**REAR AXLE** - One 1-1/4" minimum diameter solid axle allowed. Or, 1" diameter axle will be allowed if supported by 4 bearings, one within 1" of the right and left rear hubs. A 1 3/4" or 2" Splined Tubular Aluminum Rear Axle Manufactured by Hyper Racing <http://www.hyperracing.com/> and is the only aluminum or tubular axle allowed. Use of the Compatible wheel hubs by Hyper Racing must be used with these axles.

**AXLE AND SPINDLE NUTS** - Both front and rear must be safety wired or cotter keyed.

**HUBS** - Rear hubs made of steel must be reinforced with gussets. Rear hubs of aluminum must be of one-piece construction equivalent to Micro-Belmont design.

**WHEELS** - Designed for racing and void of any defects. Two (2) valve stem holes may be used on 5X5 offset wheels to allow wheel to be reversed. No holes other than manufactured are allowed. Maximum width to be 10" with a diameter of either 10" or 13". No steel ATV type wheels allowed. No modifications to existing wheels to increase width.

**TIRES** - Racing type, Hoosier type tire 10" or 13", compound to be LC3 or harder. Must be in good condition without any visible flaws. No cutting sides of tread. Maximum tire width to be 10" manufacturer spec.

**TIRE COMPOUND** - As indicated on tire sidewall to be that designated by the manufacturer as Hoosier type tire LC3 or harder.

**BRAKES** - Four - wheel brakes are mandatory. Live rear axle will require a minimum of one 9" diameter, 3/16" thick brake disc. Rear caliper cannot be mounted on a chain sprocket. Separate brake fluid systems for front and rear. Two master cylinders or one with dual reservoirs so that front is independent of the rear. All brakes must be operated by a single pedal. Flexible lines must be steel braided brake hose and attached to steel lines with double flare or ISO flare fittings. All hydraulic connections must be secure and leak free. Any brake system deemed inadequate by the tech or race director will not be allowed to compete.

**DRIVE TRAIN** - Must be Chain or Cog belt drive to axle. Chain Oilers are Not allowed.

**THROTTLE** - Cars are to be equipped with foot operated throttles. Throttle must have a spring, which will close throttle when released.

**THROTTLE AND BRAKE MOUNTING** - Pedals are to be securely mounted to the frame. Pedals cannot be mounted to the belly pan of the car.

**KILL SWITCHES** - Two electrical switches are required in good working condition. One in the driver's compartment within easy reach of the driver and one near the top right hand side of the roll cage. Both switches should be wired so that they will be off in the down position and clearly labeled.

**RUNNING LIGHT** - All cars shall have one rear red light illuminated at all times when the car is on the track and running. The light should be similar in size, shape, and light output as that of a typical trailer clearance light

**ROLL CAGE** - Will be a minimum of 1-1/4"(1.250) O.D. seamless mild steel tubing with a wall thickness of .095 and minimum bend radius of 4-1/2". All roll cage welded joints will have a gusset or strengthening plate welded in place, the gusset will be a minimum of 13 ga. (.0897) or a rolled double plate of 19 gauge (.0418) mild steel, it will extend 2" down both legs of the cage joint as measured from the inside edge of the tubing joint and all exposed edges will be protected so as not to be a hazard to the driver. Roll cage must consist of a 4 – point cage with a top hoop. Cage should enclose driver in case of rollover. The driver's head with the helmet on must be a minimum of 2" below the line drawn across the roll cage from front to rear and side to side. No driver will be allowed on the track if this rule is in violation! Cage is to be open at top to remove driver in case of emergency. Driver is to be able to see 90 degrees on both sides. No holes are to be drilled in upright bars except for mounting holes to secure cage to chassis. No brazing is allowed. A 3/16" hole may be drilled by the Tech Inspectors only in the top crossbar. Rollover protection must be provided above the leg area. Roll bars must have bracing to the lower frame. All welds must be exposed and visible at all times. No padding or tape can be used on the welds. Driver's arms must be restrained inside the roll cage. A roll cage designed like a top fuel dragster may be allowed. Must have enough room to remove driver through front opening, and must be made of same material and specs as per existing rules. Before roll cage can be used, detailed plans must be submitted to the Board of Directors and Tech Inspector for approval.

**SIDE ENTRY BARS** - To be made of 1" OD .095 wall mild steel tubing and to be installed horizontally on the right and left side of the roll cage at a height that will aid in protecting driver from another car or loose road wheel, but will still allow driver to exit from cockpit.

**FRAME** - Of safe design, Void of any defects, which would impair the safety of the vehicle. Particular attention should be given to all welds. All sharp edges in the leg compartment should be padded. Padding is mandatory in the helmet area on the roll cage. No padding or tape can be used on any welds.

**CLUTCH GUARD** - The clutch guard cover must cover clutches front and rear and side facing the driver. Guard must cover down to the lowest axle shaft of the two clutches and the full width of the clutches, not including the bolt to secure clutches on the axle shafts or crankshaft. The guard must be of solid material and a minimum of 3/32" thick steel or 3/16" thick aluminum with no holes (other than mounting holes) in the minimum protected area.

**COOLANT** - Water only. No antifreeze allowed.

**MIRRORS** -Mirrors are optional, right or left, or both sides, maximum diameter 6". Mirrors must be securely mounted to frame member. One "wink" style mirror mounted as a unit to the inside of the roll cage can be used in place of outside mirrors. Any mirror must not interfere with driver safety or vision.

**SEAT BELTS AND SHOULDER HARNESS** - Driver restraints systems will be of racing design and will consist of 3" seat belts & shoulder harness, a submarine strap and arm restraints and will incorporate a quick release buckle. They will have no visible flaws (i.e. burns etc.) and will not be more than four(4) years old, and have a date stamp affixed. The year of manufacture (regardless of month/day) will be the date used for validation. They will be installed per illustrations and will use no less than grade #5 bolts. The use of an approved seat belt and harness is mandatory.

**SEAT BELTS**

- Metal to metal quick release buckle and
- belt material to be as short as possible
- belt must be worn as tight as possible
- belt should be run across the pelvic area, not the stomach.
- crotch belt mandatory.
- arm restraints mandatory.

**EXHAUST SYSTEM** - Which protrude the outer limits of the car body will have a 2" diameter washer welded to the end of the stinger or mufflers. Exhaust noise will be measured 100' from the start/finish line and will not exceed 90 DBA. Mufflers shall be packed at all times. If a car is found in violation it will be disqualified until repairs are made.

**FUEL TANK** - 5 gallon maximum. Any tank over 3 gallons must have a bladder, must not impair operation of the car or exceed the length or width of the racecar. All tanks must be securely affixed to the car. All tanks must have a safety catch, which will keep the cap from opening or coming off in the event of an accident. No pressurized fuel systems are allowed. No nitrogen substances or additives allowed. All fuel tanks must be mounted so that they are protected from other cars. No fuel tank can be mounted in the driver's compartment.

**CARBURETION** - Carburetors, or if engine used was originally equipped from the factory with OEM fuel injection it will be allowed using the factory ECM in OEM configuration. NOTE, Not Allowed are, After market modifications to OEM injection, Non-OEM injection, Yamaha Circle M carbs, Turbo or Super Charging or the Retrofitting of older engines.

**FUEL LINES** - Must be safety wired or clamped at all connections

**GASOLINE** - Gasoline used must be produced by a recognized commercial manufacturer. Gasoline as defined is a mixture of hydrocarbons. The use of gasoline which contains compounds bearing nitrogen and /or oxygen is prohibited. The specific gravity of the gasoline as used must be within .720 to .750 range at 60 degrees F. (API gravity range of 65 to 57 at 60 degrees F.) Most gasoline will meet this criteria; however, it is advisable to have known gas checked before competing. The dielectric constant (DC) of the gasoline must not exceed 2.3 ( the addition of compounds containing nitrogen and/or oxygen will produce a mixture with DC greater than 2.3). Gasoline is a good electrical insulator, or dialectic, and its relative effectiveness as an insulator is represented by its DC. The average DC for the hydrocarbons which comprise gasoline is 2.025. This is defined as a reading of 0 with the FIRA fuel check meter. To compensate for possible temperature differences of competitors' gasoline which cause slight variations of the DC, the acceptable range of the meter reading is plus 5 to minus 5, with 0 as the reference reading. A gasoline which has a DC greater than 2.3 will cause the meter reading to be outside of this range. Gasoline will be checked by the Tech. Inspector with a Digatron DT-15 per instructions provided by Digatron.

**STEERING** - Shall be of a suitable design, in proper working order and adjusted for maximum safety. All steering bolts, nuts and axle nuts must be tightened and safety wired or cotter keyed.

All bolts used in a stress area such as steering or suspension must be of Grade #5 as a minimum. Chain, cable or belt linkage is prohibited.

**BUMPERS** - No roller bumpers or exposed front bumpers are allowed. Rear bumpers are mandatory and will be of sufficient strength to raise the car off the ground with the driver on board. Bumper must not be designed to be a hazard to other competitors. All rear bumpers will be hoop bumpers and must extend to within one half the width of the rear tire as a minimum. The top of the rear bumper should be no lower than the centerline of the rear axle height or no higher than the top of the rear tires. Cars with a main frame width at the extreme front of less than 10" must be raced with front wings in place. The bare wing bar or the nose without wings are not acceptable configurations for cars with these narrow noses.

**CATCH CAN** - All cars with a radiator must have at least a 1-pint capacity container with an overflow tube to be securely fastened to cap and radiator. Container must be vented.

**WHEEL WEIGHTS** - Clip-on weights are not allowed. Duct tape is to be placed over all wheel weights.

**BATTERIES** - Batteries are to be mounted in a secure and protected battery box, away from the fuel cap filler area, and properly vented. Terminals must be covered against accidental sparking. FIRA recommends the use of "GEL CELL" or a totally sealed type battery that will not leak under any circumstances.

## FLAGS

**GREEN** - Displayed at the start of competition or practice and kept visible as long as the track is clear for racing. If competitor passes the flagman and takes the initial green flag, that competitor shall be scored.

**YELLOW** - Caution, whenever it appears, slow down, maintain Your position and be prepared to stop. The track may be partially blocked by an accident, an emergency vehicle or debris. The leader shall slow down to parade speed and the rest of the field shall close up behind. The race will not restart until the field is tightly grouped and the track is clear. The field will be lined up based on the order of the last completed lap prior to the yellow except that any car which was responsible for the yellow will be moved to the rear of the entire field. The green flag will restart the race. No passing will be permitted under the yellow unless directed by the Starter. Passing under the yellow flag may result in disqualification or the loss of one lap based on the decision of the Board. If repairs can be done on your car during the yellow flag, the car can exit the track and go into the pits. The car then can only re-enter the track during the same yellow flag and must move to the rear of the entire field for the restart. While the car is in the pits, the driver must remain strapped in the car. During a yellow flag, any car whether by drivers choice or officials choice that has to stop for inspection by the track officials, if allowed to continue, they must return to the rear of the entire field

**RED**- the race is stopped when the red flag is displayed. If one lap has not been completed, all cars will line up in accordance with the original line up. If more than one lap has been completed, the cars will be lined up in single file, in accordance with the last completed lap. All cars involved in the accident shall line up at the rear of the entire pack if they are approved to return to the race.

**YELLOW AND RED FLAGS WAVED** - Restart. Drivers reform pack for restart at a slow pace.

**BLUE WITH YELLOW STRIPE** - Faster competitor on the lead lap is trying to over-take you.

**WHITE** - One lap to go.

**WHITE WITH RED CROSS** - Take care, emergency vehicle on the track. Slow down, use caution, and hold your position, no passing. Be prepared to give right of way to emergency vehicle.

**BLACK** - Carefully continue one more lap at reduced speed and pull off the track. Any driver who fails to obey a black flag for any reason will be disqualified.

**ROLLED BLACK FLAG** - Warning your driving technique is bordering on disqualification. Any further display of it shall be cause for disqualification.

**CHECKERED AND BLACK FLAGS WAVED** - Finish under protest. Used to end the competition if suspicion or reports of foul, rough, or illegal driving, or improper conduct are present. It shall be then considered that the competition was finished under official protest by Board or Starter. After checking with the corner men and the committee, the Board shall state findings or rulings to the entrant's involved if an infraction of the rules occurred.

**CHECKERED AND YELLOW FLAGS WAVED** - Finish after accident. When the last lap of a race is finished on a Checkered and Yellow flag because of an accident, the race is scored according to the previous lap, except the car in the accident will be placed and scored behind the other cars finishing the race and the respective lap completed.

**CHECKERED** – Finish of race or practice; if necessary complete one more lap at reduced speed before stopping or leaving the track.

## **RACING RULES**

**TIME TRIALS** - They will remain open until the host track closes them or the next division runs. Time trials and class will determine starting position. One full lap on the clock must be completed to receive qualifying points.

**HEAT RACES** - Line up will be SLOW/FAST by qualifying positions. Example: fastest qualifier is number 1, and would be the rear of the fast heat. The fastest qualifier of the slow heat would be the rear of the slow heat. Points and payout will be as designated in the rule book.

**FEATURE RACE** - Will start straight up (fastest qualifier in front) regardless of class with the exception that following time trials at the driver's meeting, the fast qualifier or representative will roll the dice. The number rolled will determine inversion of up to three rows, i.e., if #1 is rolled, no inversion. If #5 is rolled, the fastest five cars are inverted. Of if a #2 is rolled, the front two cars switch position. The winner of a feature race will automatically start last in their next feature race.

**(a)** Where car count exceeds 18 cars, but is deemed not sufficient to support an "A" and "B" feature, the first fourteen fastest qualifiers make up the first seven rows in the feature. The eight (8) and ninth (9) rows are taken by the two (2) highest finishing participants in each heat from those not already qualified. Their position in the last two rows are decided by times if available or a flip of a coin.

**(b)** If car count is sufficient to support and track will allow two feature races, they will be run as Pro Am and Pro Class events. Where Class division is not sufficient to support Pro and Pro Am events, a "B" (no money or points awarded) feature will be run and the first two from each class will advance to the "A" feature. Same rules as above FEATURE RACE apply.

**START** -The race shall start when the flagman indicates.

**GRID LINE UP** - All cars shall line up on the pre-race or time trial grid before their scheduled event. If any car is not in line at the time the field leaves the grid, the Board has the right to disqualify entrant and start an alternate car. Once the car is in its starting position on the race field, there will be no driver substitutions. If a car of either class feels their car is not handling properly and still wishes to run, they will be placed in the back of all cars (both classes).

**POST RACE INSPECTION** - The first two (2) cars will may be inspected at the completion of the feature event. The inspection will include but is not limited to Bore & Stroke and a sample of the fuel will be tested. The cars must remain at the track allowing the inspection to be carried out or finish position will be forfeited. See page 13 for additional information.

**STARTS** - All cars must get in position on the parade laps (2). They must remain in position unless they have a mechanical failure. In case of mechanical failure the rest of the pack shall move up.

**A.** The race will not be delayed for cars that drop out of the parade lap. Cars that do drop out may start when the Pit Steward allows, except that any car entering the pits will not be allowed to re-start.

**B.** The start shall be official when the green flag is dropped.

**C.** The lead car shall set an even pace to keep the field lined up.

**D.** The Board has the right to disqualify any driver violating these rules.

**E.** When cars are lined up and started for a race, any car not in proper position will start in the rear. The Vice-President determines when line up is complete.

**RACE COMPLETION** - The race is completed whenever the checkered flag is dropped. In the case of rain or an accident, more than 50% of the laps must have been completed to call the race complete. If a race is called after 50% is completed, positions will be determined by the last completed lap. If an accident happens on the final white flag lap, cars that are in the accident and do not take the checkered flag will be scored according to number of laps completed and behind those in the respective lap who have taken the checkered flag. If a track pays the Association for any incomplete race night, points and money will be awarded for the finished events to all participants.

**LAPS UNDER THE YELLOW FLAG** - Laps under the yellow flag will not be scored unless such a race is designated a championship race. In the case of a championship race, all yellow flag laps will be counted except the last five. Cars stopped on the course and restarted will be placed at the rear of the field.

## POINTS OF EMPHASES

**EXCEPTION TO 2 CLASS SYSTEM** FIRA will continue as a two class association.

EXCEPTION: If FIRA starts the season with less than 6 cars appearing at an event (or joining the club) in one class, than we will run the full season as one class. This will be decided at or before the first scheduled race. The cars that would have competed in the other class will be allowed or required to meet the rules of the predominant division. The points and payout will be based on that one class. All reference to "both classes will be ignored. Recognition i.e. Trophies will be awarded to the transferred division for the first to third position at the end of the season awards banquet.

**DRIVERS MEETING** - Prior to each race there shall be a meeting of all competitors The President has the right to disqualify any driver not represented.

**NEW DRIVERS** -Start at the rear of each race until the Board of Directors deem the driver capable of handling a racecar in competition. A new driver (rookie) is considered for "Rookie of the Year Award" during their first season of racing only and is based on points.

**POINTS - TEAM DRIVER** - All points for that nights racing go to the driver only, unless a team designates a maximum of 2 drivers, both drivers must be paid members, then the points will only be awarded to the car. [Note, only one trophy will be awarded) After qualifying one (1) car any driver changing cars must start at the rear of their heat race and the rear of the consolation race and or feature (if qualified to do so.) Any PRO-AM class driver winning two (2) championships must move up to the Pro class the following year.

**RACING** - All passes under green flag conditions must be completed on the racing surface without going off the track into the infield or outer edge while racing. This does not apply if you pass an accident ahead of you or are forced off the track.

**SPIN OUTS** - Any car or driver that spins out or leaves the track to avoid a collision will be allowed to continue racing, provided the car engine is running and the driver is capable to drive back onto the race track without help from track personnel or pit crew. Car and driver will return to the track in such a manner as not to interfere with any car or driver racing on the track. Cars involved in an accident may be required to stop for an inspection by officials.

**ROUGH DRIVING** - Any driver guilty of rough driving, i.e., ramming, chopping, intentionally blocking, racing under yellow or red flag or generally over-driving, in the opinion of FIRA officers, can be black flagged and can lose all money, trophies, and points earned for that night and be suspended from additional racing by decision of the Board of Directors. If exiting track, get as close to outside wall as possible and put left hand out. If exiting track to the infield, get as close to infield as possible and put out right hand and exit as soon as possible.

**REPEATED INCIDENTS** - If any car/driver causes 3 racing incidents (excluding non-contact spinout) in one night (including hot laps) the driver will be suspended for the rest of the night and all earned points and money will be suspended for the night. If the above happens three (3) times in one year, the driver will be suspended for the remainder of the season. The driver will have an opportunity to appeal to the Board of Directors for a reversal of the decision of being suspended for the remainder of the season.

**TRACK SAFETY**- Any car that is not able to continue racing due to a stalled car etc. and is on the track, infield, or outside the perimeter of the track, the driver must stay strapped in the racecar with all safety equipment on until the safety crew arrives or the race has stopped, with the obvious exception of fire.

Any driver who gets out of their car during green, yellow or red flag periods, except when directed by track or race officials, will be disqualified. Any car that is spilling fuel or water on the racetrack will receive the black flag, and return to the pits.

No one from the pits or crew will be allowed on the race track once the race has started. The only exception is permission from the Pit Steward during a yellow or red, to help get a car off the track and into the pits.

**AUTHORITY** - The Board has the same authority as the Tech Inspector on and off the track regarding an ill handling car and safety problems.

**COMPLAINTS** - All verbal complaints against a driver for poor sportsmanship, rough driving and ill handling cars should first be made to the Board. The Board must then talk to the driver against who the complaint is made and the driver will be required to make corrections if deemed necessary. All written protests are to go to the Board of Directors . The crew is not to be allowed in discussions between drivers.

**NOTE:** With the exception of rain dates, no points race will be scheduled without a minimum of one week notice to all drivers.

**NOTE:** Action detrimental to the Association can result in a wide range of penalties.

**CAR NUMBERS** - Car numbers will be assigned for the competition year at the time the competitor registers their car by paying their and the car's membership fees. A competitor's number from the previous year will be reserved from use by other competitors until March 1st. If a competitor does not pay their and the car's membership fee by this date, their number may be registered by another competitor.

**The car number of the "PRO" class champion will be retired from use for as long as the points champion is eligible to use the number "1".**

**SPECIAL NOTE:** Number #55 has been permanently assigned to the Ron Dole family for their use only.

**Rules pertaining to car configuration are effective for a period of two (2) years from the date of acceptance.**

**TEMPORARY PERMIT** - A temporary permit to run with this association, at one event is allowed. IF THE CAR AND DRIVER MEET FIRA RULES. The said temporary permit would cost \$30.00 for car and driver plus all other entry fees, per event. If that person decides to join the Association within one week after the temporary permit was issued, only the points earned would be applied to a full membership, not the fees.

**NOTE** - NAMRA Association type cars, that were legal under the last current NAMRA's rules will be allowed to race at a FIRA sanctioned event without a temporary permit being required.

**ERRORS AND OMISSIONS** - The Board of Directors has discretionary power to interpret the rules. Errors or omissions in the rulebook will be defined by Board of Directors and must be so noted in writing and defined only once for the remainder of the season.

## **PAYOUT CALCULATIONS**

Payout Point Distribution: (Per number of cars per class)

Time Trials= 37% payout and Feature= 37% payout

### **TIME TRIALS AND FEATURE PAYOUT BOTH CLASSES**

<b>FINISH POSITION</b>	<b>POINTS EARNED</b>	<b>PAYOUT POINTS</b>
<b>1</b>	<b>30</b>	<b>9.5</b>
<b>2</b>	<b>26</b>	<b>7.0</b>
<b>3</b>	<b>23</b>	<b>5.0</b>
<b>4</b>	<b>22</b>	<b>3.5</b>
<b>5</b>	<b>21</b>	<b>2.5</b>
<b>6</b>	<b>20</b>	<b>2.0</b>
<b>7</b>	<b>19</b>	<b>1.75</b>
<b>8</b>	<b>18</b>	<b>1.5</b>
<b>9</b>	<b>17</b>	<b>1.25</b>
<b>10</b>	<b>16</b>	<b>1.0</b>
<b>11</b>	<b>15</b>	<b>1.0</b>
<b>12</b>	<b>14</b>	<b>1.0</b>
<b>13</b>	<b>13</b>	
<b>14</b>	<b>12</b>	
<b>15</b>	<b>11</b>	
<b>16</b>	<b>10</b>	
<b>17</b>	<b>9</b>	
<b>18</b>	<b>8</b>	
<b>19</b>	<b>7</b>	
<b>20</b>	<b>6</b>	
	<b>317</b>	<b>37%</b>

## PAYOUT CALCULATIONS

Payout Point Distribution: (Per number of cars per class)

Heat Race= 26% Payout

### HEAT RACE PAYOUT BOTH CLASSES

<b>FINISH A HEAT</b>	<b>POSITION B HEAT</b>	<b>POINTS EARNED</b>	<b>PAYOUT POINTS</b>
<b>1</b>		<b>20</b>	<b>6.0</b>
<b>2</b>		<b>16</b>	<b>4.0</b>
<b>3</b>		<b>13</b>	<b>3.0</b>
<b>4</b>	<b>1</b>	<b>12</b>	<b>2.0</b>
<b>5</b>		<b>11</b>	<b>2.0</b>
<b>6</b>	<b>2</b>	<b>10</b>	<b>2.0</b>
<b>7</b>	<b>3</b>	<b>9</b>	<b>1.5</b>
<b>8</b>	<b>4</b>	<b>8</b>	<b>1.5</b>
<b>9</b>	<b>5</b>	<b>7</b>	<b>1.0</b>
<b>10</b>	<b>6</b>	<b>6</b>	<b>1.0</b>
<b>11</b>	<b>7</b>	<b>5</b>	<b>1.0</b>
<b>12</b>	<b>8</b>	<b>4</b>	<b>1.0</b>
<b>13</b>	<b>9</b>	<b>3</b>	
<b>14</b>	<b>10</b>	<b>2</b>	
<b>15</b>	<b>11</b>	<b>1</b>	
<b>16</b>	<b>12</b>	<b>1</b>	
<b>17</b>	<b>13</b>	<b>1</b>	
<b>18</b>	<b>14</b>	<b>1</b>	
<b>19</b>	<b>15</b>	<b>1</b>	
<b>20</b>	<b>16</b>	<b>1</b>	
		<b>132</b>	<b>26%</b>

# **CONSTITUTION**

## **ARTICLE #1**

This association shall be known as "FORMULA INDY RACING ASSOCIATION" AKA "FIRA FORMULA INDY / PRO SERIES."

## **ARTICLE #2**

The officers of the association shall be, as stated: President, Vice-President, Secretary, Treasurer, General Counsel, Board of Directors, Race Director and Technical Inspector.

a. All elective officers shall be filled in an annual election to be held at the first meeting of November of each year.

b. With the exception of the Board of Directors, all officers shall hold their office from their election to office for one (1) year or until their successors are elected and qualified. Board of Directors members (NOTE ARTICLE #8) shall be nominated and elected for (two) 2 years at the same meeting at which the Association elects new officers. After election of Association officers, Any elected officer who cannot participate and fulfill their duties for any reason during the racing season can be removed by a majority Board decision at any time. If an officer is removed or resigns, the majority of the Association will vote to re-elect a new member to fill that vacant position.

## **ARTICLE #3**

The duties of the President shall be: to preside at all meetings of the Association. To have general supervision of the affairs of the Association. To appoint any person or committees not otherwise ordered by the Association. To personally represent the Association on proper occasions and business contracts. To assist all other officers of the Association in the records, correspondence and other duties. To promote interest on the part of each member in the Association and activities. President only votes when there is a tie. The President shall also act as the Chairman of the Board.

## **ARTICLE #4**

The duties of the Vice-President shall be: To perform the duties of the President in his absence and to maintain order at all meetings. To enforce all rules of the Association.

## **ARTICLE #5**

The duties of the Secretary shall be: To keep a record of the meetings of the Association in the Minute Book provided for that purpose. To perform such other duties as generally fall to that office

## **ARTICLE #6**

The duties of the Treasurer shall be: To collect dues from all members. To collect all other moneys due the Association. To make all payments from Association funds when so ordered by the Association or to meet normal expenses. To keep an account of all Association money matters. To make a statement of Association funds when called upon by the Association. To keep record of points point fund money and finishing positions of races.

## **ARTICLE #7**

The duties of General Counsel shall be: Shall advise the Association on legal matters and the interpretation of rules in the event of a dispute. The General Counsel shall advise the Board of Directors and be available for legal comment on proposals made to the Board. Legal advice shall be rendered for the protection of the Association but no liability shall exist for legal malpractice if the advice is rendered in good faith.

#### **ARTICLE #8**

The duties of the Board of Directors shall be: To act for the Association in all matters ordered by the Association. To interpret and define all rules. To make final decisions upon member request. To properly investigate and present to the Association all business or important activity or situations. To have general control over all Association affairs. The Board of Directors shall consist of five (5) members to be voted on by the members of the Association. The President of the Association will be the Chairman of the Board. The term of the Board of Directors members is two 2 years.

Dick Hautzinger is an honorary lifetime voting member of Board of Directors.

#### **ARTICLE #9**

The duties of the Race Director shall be: To have overall supervision of all sanctioned competition events promoted by the Association. To appoint members to assist him in scoring, etc., to notify the track official or Announcer of line-ups, and to work as liaison between the track officials and FIRA members. If the Race Director is not there; his designee will take over the duties of the Race Director.

#### **ARTICLE #10**

The duties of the Tech Inspector shall be: The Tech Inspector will have the authority to disqualify any car for a day or nights racing program, only if the car is not suitable for competition. Particular attention will be made to safety. All cars will be tech inspected at least once during the year.

#### **ARTICLE #11**

A simple majority vote of paid members present and voting will be required for the transaction of business for the Association when at least 51 % of paid members (rounded up) in good standing are present at a meeting. When less than 51% of paid members in good standing are present at a meeting, a 2/3 majority vote (rounded up) of paid members present and voting will be required for the transaction of business for the Association.

#### **ARTICLE #12**

Scoring: Scorers will enlisted at each event as needed.

#### **ARTICLE #13**

This Constitution may be amended or added to by a petition requiring the signature of 51% of the active members (rounded up) in good standing. The proposed amendment being submitted in writing at a regular meeting. It shall be read and voted on at the next meeting. A 2/3 vote of all active members (rounded up) in good standing at the meeting shall be required to pass an amendment.

#### **ARTICLE #14**

The Board of Directors and Officers will meet as necessary.

# BY-LAWS

#1

Robert's Rules of Order shall govern the proceedings of this Association. The order of business shall be:

1. Roll Call
2. Reading minutes of Previous Meeting
3. Treasurer's Report
4. Unfinished Business
5. New Business

#2

Membership shall be \$25.00 per year per member and \$50.00 per car per year. Membership will run from January 1 through December 31 of that year. One half (1/2) year membership will be after July 15. This will not entitle them to points or trophy, as a full year's membership is required by rule.

#3

All members must conduct themselves in a manner that reflects pride in the Association and in auto racing. Any member guilty of unbecoming conduct may be expelled from this Association by decision of the Executive Board. Any member who is in question must be notified of the Board Meeting and asked to attend so that they have a chance to defend themselves. If they are to be expelled after this, they will be notified.

#4

The Board Members prior to Association elections shall make an annual audit of the Treasurer's books.

#5

The rules adopted for the current year are in effect for two (2) years, with the following exceptions:

A. The Board of Directors has the authority to change rules in the interest of safety..

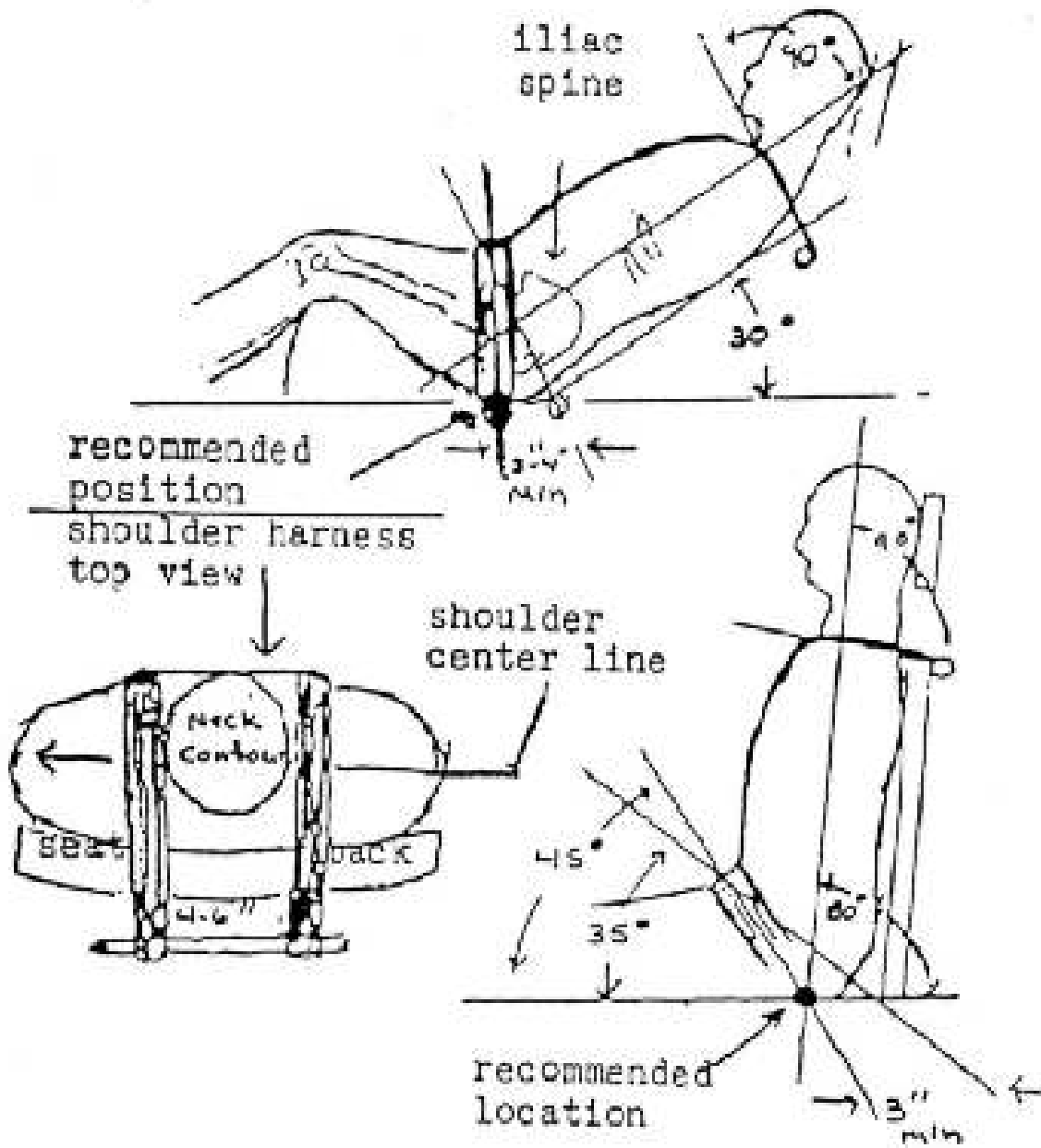
B. The Board of Directors has the authority to change rules in the interest of equal competition. The rules changed by the Board in this circumstance must be voted on at the annual membership meeting.

NOTE: At the annual meeting held at the end of the season, there will be a rules meeting, rule changes will go into effect the following January 1.

#6

This Constitution must be adhered to. This is not merely a guideline.

SEAT BELT INSTALLATION GUIDE  
 RECLINING & UPRIGHT POSITIONS



SAE BOLT HEAD GRADE MARKINGS

Grade 2	Grade 5	Grade 7	Grade 8

**FIRA. OFFICIAL PROTEST FORM**  
**PLEASE PRINT LEGIBLY, SIGN & DATE**

I \_\_\_\_\_

**File a protest against** \_\_\_\_\_ **Car #** \_\_\_\_\_

**For the violation of:** \_\_\_\_\_

**Signed** \_\_\_\_\_ **Date** \_\_\_\_/\_\_\_\_/\_\_\_\_

**Action taken by Technical Inspector or Board of Directors:**

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**Signed** \_\_\_\_\_ **Date** \_\_\_\_/\_\_\_\_/\_\_\_\_