



**WISCONSIN ILLINOIS
MINI SPRINTS
RULE BOOK**

REVISED APRIL 29, 2011

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and, by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The Director of Competition shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements... **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the WIMS Officials. Their decisions are FINAL.

WISCONSIN ILLINOIS MINI SPRINTS RULEBOOK
TABLE OF CONTENTS

Overview	1
WIMS Organizational Structure	3
Membership Fees and Privileges.....	4
Annual Awards.....	5
Guests.....	6
General Rules	7
Car Numbers	8
Car Weight.....	8
Safety Rules	9
Driver	9
Car	9
Technical Rules.....	11
Brakes	11
Muffler	11
Chassis	11
Wings	12
Tires	12
Rules Enforcement and Violations	13
Flag Meanings, Signals, and Rulings	14
Protests and Tear Downs.....	15
Point System	16
Line-ups	18



OVERVIEW

Situations may upon occasion arise that are not precisely covered in this rulebook. The Wisconsin Illinois Mini Sprints board members will make all rulings and interpretations of the rules included herein and these judgements shall be final.

The Wisconsin Illinois Mini Sprints disclaimer release and waiver of liability assumption of risk and indemnity agreement.

The rules set forth herein are:

- designed to provide a minimum standard for the orderly conduct of racing
- applicable to all events and, by participating in these events, all participants shall, at a minimum comply with these rules and any other rules applicable
- intended as a minimum guide for the conduct of a sport and are in now way a guarantee against injury or death to a participant, spectator, or official.

No express or implied warranty shall result from publication of, or compliance with these rules.

The Wisconsin Illinois Mini Sprints (hereinafter referred to as WIMS or the Association) is formed and operated for the purpose heretofore stated and in consideration of membership into the Association and being permitted to compete, officiate, observe, work for, or participate in any way in any of the Association's events, or being permitted to enter for any purpose any restricted area (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited) of a facility at which an Association event occurs.

EACH OF THE ASSOCIATION MEMBERS for themselves, their personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that they will, immediately upon entering any of such restricted areas of the facilities at which Association events occur, and will continuously thereafter, inspect the restricted areas which they enter and they further agree and warrant that, if at any time they are in or about restricted areas and they feel anything to be unsafe, they will immediately advise the officials of such and if necessary will leave the restricted areas and/or refuse to participate further in the event(s).
2. Hereby releases, waives, discharges, and covenants not to sue the promoters, participants, racing associations, sanctioning organizations, the Association or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED area, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the EVENT(S) and each or them, their directors, officers, agents, and employees, all for the purposes herein referred to as "Releasees", from all liability to Association members, the personal representatives, assigns, heirs and



next of kin for any and all loss or damage and any claim or demands therefore on account of injury to the personal or property or resulting in death of the Association member arising out of or related to the event(s), whether caused by the negligence of the releasees or otherwise.

3. Hereby agrees to indemnify and save and hold harmless the releasees and each of them from any loss, liability, damage, or cost they may incur arising out of or related to the event(s) whether caused by the negligence of the releasees or otherwise.
4. Hereby assumes full responsibility for any risk of bodily injury, death, or property damage arising out of or related to the event(s) whether caused by the negligence of the releasees or otherwise.
5. Hereby acknowledges that the activities of the Association and events sponsored by the Association are very dangerous and involve the risk of serious injury and/or death and/or property damage. Each of the Association members also expressly acknowledges that injuries received may be compounded or increased by negligent rescue operations or procedures or the releasees.
6. Hereby agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the releasees, including negligent rescue operations and is intended to be as broad and inclusive as is permitted by the laws of the province or state in which the Association-sponsored event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

By accepting membership into the Association, members acknowledge that they have read this Disclaimer Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, fully understand its terms, understand that they have given up substantial rights by accepting membership into the Association, and have accepted membership into the Association freely and voluntarily and without any inducement assurance, or guarantee being made to any member, and the Association membership acceptance is intended to be a complete and unconditional release of all liability to the greatest extent allowed by law.

NOTICE: Any stipulation of these rules will be settled by the Competition Director or WIMS board members attended that race. Any decisions will then be reviewed at the next schedule meeting of the members. Any car found unsafe by the safety inspector will not be allowed to race in any WIMS event until said car is judged safe by the safety inspector.



WIMS ORGANIZATIONAL STRUCTURE

The Wisconsin Illinois Mini Sprints' Board of Directors consist of 5 members:

1. Directors terms of office are three (3) years
2. Two Directors shall be elected at each annual election to fill the positions vacated by the two whose terms have expired. The election process shall fill other Board vacancies.
3. The board shall appoint the following:
 - A. Treasurer – Keeps all WIMS financial records, collects membership dues as well as money from WIMS imposed fines and engine claims, and keeps membership and car number list current. The Treasurer has the ability to sign club checks.
 - B. Statistician – Keeps and tabulates all driver points during the racing season.
 - C. President to conduct Club activities and business



MEMBERSHIP FEES AND PRIVILEGES

The WIMS rulebook is available for download from the club website. Paper copy of the rulebook is available on request.

1. Annual membership fee shall be \$50 for full rights and privileges. This membership entitles the driver to one vote, car number reservation, WIMS points awards, and championship. You must be a member in order to be eligible for club points and awards.
2. The term of membership is January 1 to December 31.
3. One vote per paid club member.
4. Rules will be discussed and voted on at the general membership meetings held in the off-season. A major rule is one that involves chassis, engine, wheels, tires, shocks, or weight and requires a notice (web site announcement, email, phone call, or mail) that the vote is to happen at the next meeting. Engine and chassis specifications for the year must be voted on by January 31 of the year to be run. A motion for engine and chassis specification changes can have only one vote per car paid in full and can be only voted on one time per year. Dues must be paid in full in order to vote.

Requirement is for a majority of paid voting members in attendance to initiate a new rule.

A 2/3 majority of paid voting members in attendance would be required to change an existing rule. Rule change suggestions need to be submitted to the board in writing for consideration, followed by a vote of the general membership.

5. Only owners of registered cars will be able to vote on issues pertaining to chassis, safety, engines, tires, wings, etc.
6. Should a member resign or be terminated, there will be no refund of any portion of dues paid.



ANNUAL AWARDS

Champion of the year – determined by the driver with the most points.

Rookie of the year – determined by the rookie driver with the most points.



GUESTS

Non-members (drivers who have not paid the annual membership fee) will be allowed to compete for a \$10 per event guest fee.

Guests may become members by paying the \$50 membership fee at any time or by paying five \$10 guest fees. No membership credit will be given for 4 or fewer guest fees. Guests will not get credit for points for the races run as guests before they are a member.

Non-members must comply with all general, safety, and technical rules of the organization.



GENERAL RULES

1. The driver must 14 years old by their first race
2. The driver must be a WIMS member to accumulate points for the year end championship. Any races in the season prior to becoming a member do not count for year end points
3. No duplicate car numbers. You may reserve a number when you submit your membership fee to the Treasurer.
4. Red flags are closed at all tracks. You may not work on, refuel, or add oil to the car.
5. All cars must be in the staging area and lined up correctly for the next race prior to the white flag being shown for the race on the track. If not in line you will be placed in the rear or be refused entry to the race.
6. The Board of Directors will penalize fighting or disruptive behavior during any event sponsored or sanctioned by WIMS. Penalty as follows:
 - 1st violation – warning
 - 2nd violation – disqualification of car and driver for two race nights, not to include rainouts.
 - 3rd violation – disqualification of car and driver for one year to the week.

This applies to pit crew members as well and will affect your driver.
7. Abusive language to any official will remove you from the pits for one race night following the incident.
8. Any fighting, unsportsmanlike conduct, drinking, or use of drugs by a driver or any member of his/her pit crew can result in immediate suspension of that driver for the remainder of the racing season and the loss of all points for the season.
9. Any boycotts, or organizing any boycotts will disqualify that car or cars and that driver or drivers for one year to the week.
10. Any driver who executes an illegal pass prior to the official start or restart of a race (the race officially starts when the green flag is waved in full by the starter) will be penalized that same number of positions gained with the pass at the end of the race.

Example: pass four cars before the official start of the race and finish second, you will be dropped to the sixth position at the end of the event in both points and payout. The track officials at the site of the event will make the call and WIMS will abide by their ruling.



WISCONSIN ILLINOIS MINI SPRINTS RULE BOOK

11. Any car can be inspected at any time by the officials to determine legality of motor, weight, car, or fuel and will be disqualified if any illegality is found.
12. Officials (includes track officials and WIMS) reserve the right to place any rookie at the tail of any race for the driver's first two race events.
13. If a driver changes cars during an event, the driver must start at the tail.

CAR NUMBERS

Numbers will be allotted by the WIMS treasurer on the basis of having competed in at least one quarter of the previous race season events. Cars not previously in the association will have their choice of numbers not in use.

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

There will be no duplicated numbers allowed within the association. Numbers will be reserved no longer than January 1 of the following year if the member has not renewed their WIMS membership.

CAR WEIGHT

Top three finishers in feature must be weighed. Any new car or guest car must also be weighed after feature. No points or payout to be given if car does not make weight. Fourth place finisher will be in charge of weighing cars for the evening. Must be a member to scale cars. Closest member to 4th place will be in charge.

Top three finishers in feature must weigh immediately after the race. They must go directly to the scales after leaving the racing surface. If a top three finishing car's driver has another race immediately after the minisprint race and does not have time to complete the required weigh-in, he or she may leave the car at the scales, let the scale master know when he or she can return, and then leave to compete in the other class. The driver is expected to return for weigh-in as soon as possible. It is the driver's responsibility to learn the location of the scales before starting the feature. The minimum weight of car and driver combined must meet the weight requirement as defined on page 10.

The penalty for not making weight is disqualification for that event, except on the driver's first night of competition. The driver is expected to comply with the weight rule by his or her second race event of the season. If a driver does not make weight on his or her first night, the penalty is a warning, not disqualification.



SAFETY RULES

All racers to comply with track safety rules.

DRIVER

1. Snell SA 2005 full face helmet.
2. Arm restraints and neck collar or other head restraint system (ex: HANS or Hutchens device) required.
3. All drivers must wear fire resistant head sock or helmet skirt, underwear, socks, shoes, gloves, and a uniform fitted snugly around the neck, wrists, and ankles. These items must meet SFI Foundation Specifications 3.2A and 3.3 and be labeled as such.

CAR

1. Three-inch wide, 5-point safety restraints no older than 3 years. Exception for shoulder belt width is made for drivers using Hans (or Hans-type) devices, who can use two-inch wide shoulder belts.
2. Cage net required on right side by helmet with all cars without full containment seats.
3. Roll bar padding (OPTIONAL) must be of the high-density (bead-all) type and must be securely attached to the roll bars above the driver's head to the sides and rear.
4. Two-inch head clearance between the helmet and line across the top of the cage.
5. Fuel shut off at tank (clearly marked).
6. Kill switch required within drivers reach with arm restraints on.
7. Battery tied down and covered.
8. Steering wheel disconnect (no plastic pieces in disconnect).
9. Minimum of two throttle return springs required.
10. No ANTIFREEZE or coolants. Water only.
11. Framework welding will be inspected for quality and cracks.
12. Bolts in front end steering arms safety wired (Doemelt type only).
13. Restraints mounted securely with 3/8" grade 8 fasteners minimum.
14. Driver's feet must be behind the fire wall and motor.



WISCONSIN ILLINOIS MINI SPRINTS RULE BOOK

15. Cars must be equipped with a METAL (minimum of 0.032 aluminum) fire wall completely separating the engine from the driver's compartment.
16. Cars must be equipped with a METAL (minimum of 0.050 aluminum) floor pan that extends from the front of the seat to fire wall.
17. Seat must be an aluminum racing seat (bolted in, no DZUS clips). No fiberglass or homemade seats.
18. Windshield rock screen required.
19. Minimum weight of car, with driver seated and buckled in, is 925 pounds Kawasaki-powered ZX12 cars must weigh 1000 lbs. This must be certified before a car is cleared through tech and safety inspection.
20. You must have a fire extinguisher in each pit area.
21. Car must be self-starting. Only one push off per race allowed.
22. The use of in car radio transmitting devices are prohibited.
23. The use of receive only (race receiver or equivalent) is mandatory starting 2010.
24. Cage nets not required on all cars running a full containment seat for all events.
25. All fuel tanks, fuel cells, bladders, or plastic tanks must be constructed and supported in a manner to avoid rupture or breakage. A traditional fuel tank that extends beyond the rear torsion tubes must contain a fabric bladder and meet SFI spec 28.2. Also allowable is a plastic fuel tank encased in metal, limited to 5-gallons maximum, and located behind the seat. No homemade fuel cells. Alternative fuel tanks must be covered with a sprint-style tail cover.



TECHNICAL RULES

1. 4-stroke motorcycle
2. 1206 cc maximum displacement
3. Naturally aspirated (carbureted or fuel injected)
4. Gasoline, methanol alcohol fuel. No nitrous oxide or nitro-methane fuels.
5. Must be electric self-starting by driver in seat

BRAKES

Hydraulic, capable of sliding rear wheels.

MUFFLER

1. Required.
2. Must pass 95 dB test.
3. To be attached at the exit of the exhaust system and to be securely fastened to the racecar
4. Must be of a type approved for racing
5. WIMS officials have the right to ask you to change your exhaust and you shall have 1 week to comply with the order

CHASSIS

1. Must be 1-1/4" OD x 0.095 wall, 4130-N tubing, or 1-1/4" x 0.120 wall, mild steel tubing.
2. Must resemble a sprint car – engine forward, driver middle, fuel tank rear.
3. Must have sprint-styled tail.
4. Minimum wheelbase of 66", maximum 72" measured front axle center to rear axle center.
5. 13" wheels only
6. Final chain driver mandatory



7. METAL chain guard required.
 - a. If the chain is located within the frame rails, the chain guard must be:
 - 1) Designed in a manner to completely shield and protect the driver and fuel tank (if in line with the chain) from chain
 - 2) Made out of stainless, mild steel, or aluminum.
 - b. The guard is:
 - 1) To extend from the firewall to the rear of the sprocket on top
 - 2) And from the top of the chain to the floor pan
 - 3) And from the firewall to behind the seat on the side of the driver
 - 4) Or both sides in such a manner that the chain cannot puncture the tank if it is directly in line with the chain
- 5) No cockpit adjustable shocks. Adjustable shocks are allowed as long as adjustments can not be made from inside of car.

WINGS

1. Required to be safely attached. Must remain attached securely on the car for the complete duration of the racing event on the track.
2. No car is allowed to run without a top wing except for events specified as non-wing where no one will use top wings.
3. Top wing – 16 square feet maximum with side panel of maximum 60 inches long by 30 inches tall.
4. Nose wing allowed, 6 square feet maximum

TIRES

Hoosier brand on right rear to be used on dirt tracks (2009, 2010, 2011)

<u>Tire Size</u>	<u>Compound</u>
82.0/12.0-13	SP2



RULES ENFORCEMENT AND VIOLATIONS

1. Major Violation

- a) Involves engine, driveline, and tires.
- b) Driver and car will lose all season points and that night's pay.
- c) A second major will result in suspension for remainder of the calendar season

2. Minor Violation

- a) Must be corrected by next race and OK'd by inspector
- b) Two minor violations for the same reason during one season will become a major violation.



FLAG MEANINGS, SIGNALS, AND RULINGS

GREEN FLAG	Waived to indicate the start of the race or a qualifying attempt, or to restart a race. The track is clear and cars may run at racing speed.
YELLOW FLAG	<p>Waived to indicate a problem on the track. ALL cars must SLOW to idle speed as soon as safely possible. Scoring shall revert back to the last lap completed under the green flag. There shall be NO racing back to the flag. If a driver is involved in a mishap that results in the yellow flag being displayed, that car/cars must restart at the rear of the field.</p> <p>A car causing two yellows in a single race will be given the black flag and must go to the pit area for the remainder of the race.</p> <p>There must be NO work on any car during a yellow flag situation on the track. The car MUST go to the pit area, and upon returning to the track, the car will be placed at the rear of the field.</p>
RED FLAG	All cars must come to a complete stop as soon as safely possible. Do not pass the accident. All red flags are closed.
BLACK FLAG	When pointed at a car, this is a warning. When displayed to a car, a mechanical problem, a violation of the racing rules, or the driver has caused two yellows in a single event means the driver must go to the pit area and consult an official.
BLUE/YELLOW DIAGONAL STRIPE	This is the passing flag. It is displayed to cars about to be overtaken by the leaders and to those cars posing a safety problem. The car is to remain in its line and not make a sudden move from one lane to another.
CROSSED FLAGS	Show to the racers to indicate halfway through the race.
WHITE FLAG	Waved to indicate ONE LAP remaining in the race.
CHECKERED FLAG	Waved to indicate the finish of qualification attempt or the finish of a race.



PROTESTS AND TEAR DOWNS

Technical inspectors may inspect any car for any reason. Refusal to allow inspection will result in immediate disqualification. In addition a fine of \$250, loss of all points and money for all races on that day.

Protests not requiring an engine tear down shall cost \$100

Protests which require an engine tear down shall cost \$250.

1. Only the WIMS race officials or a driver/owner of a car can protest another car in his race.
2. The part of the car being protested (i.e. engine, frame, etc.) must be specified in writing to one of the Board of Directors.
3. A cash protest fee is required, given to a Board member within 15 minutes of the feature's end.
4. The car will be inspected by the inspectors to determine legality of the car.
5. Final legality of the car will be determined by the Board.
6. The owner/driver is responsible for removing parts to be inspected.
7. If the car is legal, the protested owner/driver will keep the protest money.
8. If the car is found to be illegal or if the protested owner/driver refuses to allow the inspection:
 - The protest money will be split evenly between WIMS and the parties charging the protest.
 - The protested party will lose all points and money for the entire race day event.
 - The protested party will be suspended from racing for the next 2 WIMS race events.
 - Any car with an illegal engine must be rechecked and approved by WIMS officials before competing in the next event.



POINT SYSTEM

PLACE	QUALIFYING	HEATS	B-MAIN	A-MAIN
1	10	20	Transfer	90
2	9	18	Transfer	80
3	8	16	Transfer	75
4	7	14	Transfer	65
5	6	12	Transfer	55
6	5	11	Transfer	48
7	4	10	20	46
8	3	9	19	44
9	2	8	18	42
10	1	7	17	40
11		6	16	38
12		5	15	36
13		4	14	34
14		3	13	32
15		2	12	30
16		1	11	28
17			10	27
18			9	26
19			8	25
20			7	24
21				23
22				22
23				21
24				20

Points are awarded in order of finish of members only (dues must be paid before points are awarded).

You must be a member to accrue points.

Each driver will be awarded 10 "sign-in" points for each event that he/she attends and registers to race. The driver must bring the race car into the pits in order to register to race.

The feature race must be run (defined as at least one lap completed under green flag), otherwise the entire event is considered a "rainout."

Each driver is allowed to "throw out" one event scores per season. Rainouts do not count as throw outs.



WISCONSIN ILLINOIS MINI SPRINTS RULE BOOK

Points are accumulated by the car number. The car must register to compete in at least 75% of the scheduled points races in order to qualify for annual awards and year-end payout. Alternate drivers are allowed as long as the primary driver competes in 75% of the car's events. Example: If there are 16 races actually run in the season, the car must be entered in 12 races to meet the 75% payout rule AND the primary driver must run 9 of those races.

In the event of a tie at year-end, ties will be broken by a comparison of the season records of feature finishes (most firsts, if still tied then most seconds, etc.)



LINE-UPS

1. For tracks that run qualifying, the qualifying placing will be used to line up the heat races. If 1 driver does not get a qualifying time due to a malfunctioning transponder, the heat lineups will be determined by pill draw. All qualifying times will be disregarded. No one will get points from qualifying in this situation. An improperly installed transponder is not considered a malfunctioning transponder.
2. Heat line-up is determined by pill draw.

Drawing closes at drivers' meeting. Drivers who show up after drivers meeting are put to the rear of the heat lineup. The goal is to make the car count in each heat the same. If counts are already the same, then 1st late driver will go into heat 1, 2nd late driver into heat 2, etc.

3. Number of entries will determine the number of heats.

In 2011, the 1st and 2nd place finishers from the previous race must start the feature in the 6th row. In order to make this happen, those drivers may need to be moved to a different heat. Details are in each section for a 2-heat, 3-heat, or 4-heat event.

- a. From 1-24 entries, there will be 2 heats.
 - i. Previous feature winners cannot be in same heat, so the heat lineup may need to be adjusted to accommodate this. Switch the driver that must be moved, maintaining the same row and inside/outside positioning with whoever is in the heat that he/she needs to move into.
 - (1) If both drivers end up in same heat, switch the driver with the higher draw to the other heat.
 - (2) If only the previous 1st place driver shows up, that driver must be in heat 2.
 - (3) If only the previous 2nd place driver shows up, that driver must be in heat 1.



ii. Lineup grids for 2 heats will be:

ROW	Heat #1 (W)		Heat #2 (X)	
	1	(1) (3)	(2) (4)	
	2	(5) (7)	(6) (8)	
	3	(9) (11)	(10) (12)	
	4	(13) (15)	(14) (16)	
	5	(17) (19)	(18) (20)	
	6	(21) (23)	(22) (24)	

b. From 25-36 entries, there will be 3 heats.

i. Previous feature winners must be in Heats 2 and 3 to make feature lineup work out, so the heat lineup may need to be adjusted to accommodate this. Switch the driver that must be moved, maintaining the same row and inside/outside positioning with whoever is in the heat that he/she needs to move into.

(1) If both drivers end up in heat 1 by the draw, switch the driver with the lower draw number into heat 2 and switch the driver with the higher draw number into heat 3.

(2) If only one driver ends up in heat 1 by the draw, switch that driver to the heat that the other driver is NOT in (i.e. into heat 2 or heat 3 - wherever the other driver is NOT).

(3) If both drivers end up in heat 2 or both drivers end up in heat 3, switch the driver with the higher draw to the heat that the other is NOT in (i.e. into heat 2 or heat 3 - wherever the other driver is NOT).

(4) If only the previous 1st place driver shows up, that driver must be in heat 3.

(5) If only the previous 2nd place driver shows up, that driver must be in heat 2.



ii. Lineup grids for 3 heats will be:

ROW	Heat #1 (W)		Heat #2 (X)		Heat #3 (Y)	
	1	(1)	(4)	(2)	(5)	(3)
2	(7)	(10)	(8)	(11)	(9)	(12)
3	(13)	(16)	(14)	(17)	(15)	(18)
4	(19)	(22)	(20)	(23)	(21)	(24)
5	(25)	(28)	(26)	(29)	(27)	(30)
6	(31)	(34)	(32)	(35)	(33)	(36)

c. From 37-48 entries, there will be 4 heats.

i. Previous feature winners must be in separate odd/even heats to make feature lineup work out, so the heat lineup may need to be adjusted to accommodate this. Switch the driver that must be moved, maintaining the same row and inside/outside positioning with whoever is in the heat that he/she needs to move into.

- (1) Driver 1st needs to be in an even numbered heat. Driver 2nd needs to be in an odd numbered heat.
- (2) If both drivers end up in heat 1, switch the 1st place driver to heat 2.
- (3) If both drivers end up in heat 2, switch the 2nd place driver to heat 1.
- (4) If both drivers end up in heat 3, switch the 1st placer driver to heat 4.
- (5) If both drivers end up in heat 4, switch the 2nd place driver to heat 3.
- (6) If 1st place driver is in heat 1, 2nd place driver needs to be in heat 2.
- (7) If 1st place driver is in heat 3, 2nd place driver needs to be in heat 4.



(8) If only the previous 1st place driver shows up, that driver must be in heat 1 or 3. If the draw puts that driver in 2, move driver to 1. If draw puts driver in 4, move to 3.

(9) If only the previous 2nd place driver shows up, that driver must be in heat 2 or 4. If the draw puts that driver in 1, move driver to 2. If draw puts driver in 3, move to 4.

ii. Lineup grids for those heats will be:

ROW	Heat #1 (W)		Heat #2 (X)		Heat #3 (Y)		Heat #4 (Z)	
	1	(1) (5)	(2) (6)	(3) (7)	(4) (8)			
	2	(9) (13)	(10) (14)	(11) (15)	(12) (16)			
	3	(17) (21)	(18) (22)	(19) (23)	(20) (24)			
	4	(25) (29)	(26) (30)	(27) (31)	(28) (32)			
	5	(33) (37)	(34) (38)	(35) (39)	(36) (40)			
	6	(41) (45)	(42) (46)	(43) (47)	(44) (48)			

(2) B Main will be determined by number of heats.

- a. If there are 2 heats, there will be no B Main. All drivers will transfer to the A Main.
- b. If there are 3 heats, the top 6 from each heat will automatically transfer to the A Main. The top 2 from the B Main will transfer to the A Main.
- c. If there are 4 heats, the top 4 from each heat will automatically transfer to the A Main. There will be 2 B Mains with the top 2 from each B Main transferring to the A Main.



d. There is no invert for the B Main. Lineup grids are as follows:

i. Single B Main (3-heat night) W=Heat 1; X=Heat 2; Y=Heat 3

ROW	Single B-MAIN (from 3 heats)	
	1	(7w) (7x)
	2	(7y) (8w)
	3	(8x) (8y)
	4	(9w) (9x)
	5	(9y) (10w)
	6	(10x) (10y)
	7	(11w) (11x)
	8	(11y) (12w)
	9	(12y) (12z)

ii. Double B Main (4-heat night) W=Heat 1; X=Heat 2; Y=Heat 3; Z = Heat 4

ROW	Double B (from 4 heats) B-MAIN 1		Double B (from 4 heats) B-MAIN 2	
	1	(5w) (5x)	(5y) (5z)	
	2	(6w) (6x)	(6y) (6z)	
	3	(7w) (7x)	(7y) (7z)	
	4	(8w) (8x)	(8y) (8z)	
	5	(9w) (9x)	(9y) (9z)	
	6	(10w) (10x)	(10y) (10z)	
	7	(11w) (11x)	(11y) (11z)	
	8	(12w) (12x)	(12y) (12z)	



(3) Winner of heat 1 will draw for the invert for the A Main

The 1st and 2nd place feature drivers from the previous race automatically transfer to the A-Main, starting in positions 12 and 11, respectively. If a substitute driver has been designated for those drivers, then the substitute must take those drivers starting positions.

After filling in the lineup based on heat finishes, locate the 1st place finisher from the previous A main. Put that driver in row 6, outside. Locate the 2nd place finisher from the previous A main and put that driver in row 6 inside. Shift all other drivers up to fill any empty positions.

- a. If there are 2 heats, invert choices for A Main will be 0, 4, 6, 8.
- b. Line grids for A main on a 2-heat night are (W=Heat 1; X=Heat 2)

ROW	A-MAIN, 0 draw		A-MAIN, 4 draw	
	1	(1w)	(1x)	(2x)
2	(2w)	(2x)	(1x)	(1w)
3	(3w)	(3x)	(3x)	(3w)
4	(4w)	(4x)	(4x)	(4w)
5	(5w)	(5x)	(5x)	(5w)
6	(6w - previous 2nd)	(6x - previous 1st)	(6x - previous 2nd)	(6w - previous 2nd)
7	(7w)	(7x)	(7x)	(7w)
8	(8w)	(8x)	(8x)	(8w)
9	(9w)	(9x)	(9x)	(9w)
10	(10w)	(10x)	(10x)	(10w)
11	(11w)	(11x)	(11x)	(11w)
12	(12w)	(12x)	(12x)	(12w)



ROW

1
2
3
4
5
6
7
8
9
10
11
12

A-MAIN, 6 draw	
(3x)	(3w)
(2x)	(2w)
(1x)	(1w)
(4x)	(4w)
(5x)	(5w)
(6x - previous 2 nd)	(6w - previous 1 st)
(7x)	(7w)
(8x)	(8w)
(9x)	(9w)
(10x)	(10w)
(11x)	(11w)
(12x)	(12w)

A-MAIN, 8 draw	
(4x)	(4w)
(3x)	(3w)
(2x)	(2w)
(1x)	(1w)
(5x)	(5w)
(6x - previous 2 nd)	(6w - previous 1 st)
(7x)	(7w)
(8x)	(8w)
(9x)	(9w)
(10x)	(10w)
(11x)	(11w)
(12x)	(12w)

c. If there are 3 heats, pills will be 0, 6, 9.

The 1st and 2nd place feature drivers from the previous race automatically transfer to the A-Main, starting in positions 12 and 11, respectively. If a substitute driver has been designated for those drivers, then the substitute must take those drivers starting positions.

After filling in the lineup based on heat finishes, locate the 1st place finisher from the previous A main. Put that driver in row 6, outside. Locate the 2nd place finisher from the previous A main and put that driver in row 6 inside. Shift all other drivers up to fill any empty positions.



d. Line grids for A main on a 3-heat night are (W=Heat 1; X=Heat 2; Y=Heat 3; B=B Main):

ROW	A-MAIN, 0 draw		A-MAIN, 6 draw	
	1	(1w)	(1x)	(2y)
2	(1y)	(2w)	(2w)	(1y)
3	(2x)	(2y)	(1x)	(1w)
4	(3x)	(3x)	(3w)	(3x)
5	(3y)	(4w)	(3y)	(4w)
6	(4x- previous 2 nd)	(4y- previous 1 st)	(4x- previous 2 nd)	(4y- previous 1 st)
7	(5w)	(5x)	(5w)	(5x)
8	(5y)	(6w)	(5y)	(6w)
9	(6x)	(6y)	(6x)	(6y)
10	(B1)	(B2)	(B1)	(B2)



R O W	A-MAIN, 9 draw	
1	(3y)	(3x)
2	(3w)	(2y)
3	(2x)	(2w)
4	(1y)	(1x)
5	(1w)	(4w)
6	(4x- previous 2 nd)	(4y - previous 1 st)
7	(5w)	(5x)
8	(5y)	(6w)
9	(6x)	(6y)
10	(B1)	(B2)

e. If there are 4 heats, pills will be 0, 8, 12.

The 1st and 2nd place feature drivers from the previous race automatically transfer to the A-Main, starting in positions 12 and 11, respectively. If a substitute driver has been designated for those drivers, then the substitute must take those drivers starting positions.

After filling in the lineup based on heat finishes, locate the 1st place finisher from the previous A main. Put that driver in row 6, outside. Locate the 2nd place finisher from the previous A main and put that driver in row 6 inside. Shift all other drivers up to fill any empty positions.

Line grids for A main on a 4-heat night are (W=Heat 1; X=Heat 2; Y=Heat 3; Z=Heat 4; BA=B main 1; BB = B Main 2):



R O W	A-MAIN, 0 draw		
	1	(1w)	(1x)
	2	(1y)	(1z)
	3	(2w)	(2x)
	4	(2y)	(2z)
	5	(3w)	(3x)
	6	(3y - previous 2 nd)	(3z - previous 1 st)
	7	(4w)	(4x)
	8	(4y)	(4z)
	9	(B1)	(BB1)
	1 n	(B2)	(BB2)

R O W	A-MAIN, 8 draw		
	1	(2z)	(2y)
	2	(2x)	(2w)
	3	(1z)	(1y)
	4	(1x)	(1w)
	5	(3z)	(3y)
	6	(3x - previous 2 nd)	(3w - previous 1 st)
	7	(4z)	(4y)
	8	(4x)	(4w)
	9	(B1)	(BB1)
	1 n	(B2)	(BB2)



R	A-MAIN, 12 draw	
O		
W		
1	(3z)	(3y)
2	(3x)	(3w)
3	(2z)	(2y)
4	(2x)	(2w)
5	(1z)	(1y)
6	(1x - previous 2 nd)	(1w - previous 1 st)
7	(4z)	(4y)
8	(4x)	(4w)
9	(B1)	(BB1)
10	(B2)	(BB2)

END