

SKAGIT **SPEEDWAY**

FIFTY FIVE PROMOTIONS, LLC

2022

RULE BOOK

SKAGIT SPEEDWAY

4796 OLD HIGHWAY 99 N., BURLINGTON WA 98233

PO BOX 1348 – BURLINGTON, WA 98233

360-724-3567 WWW.SKAGITSPEEDWAY.COM

*****REGISTRATION - PIT PASS - MINOR RELEASE*****

CAN BE DONE ON THE PIT PAY APP

SPRINT CARS

MODIFIEDS (IMCA RULES & IMCA FORMAT USED)

HORNETS

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 our 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. **Minor drivers and their parents** are responsible to read and understand the rules and regulations set forth in this rule book.

The RACE DIRECTOR shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No express 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 officials. Their decision is final. **Management reserves the right to check any cars for rule compliance at any time.**

In the case of drivers who have been injured away from Skagit Speedway, or who have been hospitalized for treatment and/or undergone surgery, or have been fitted with a cast, brace or prosthesis, or who suffer from a chronic or progressive debilitating illness, Skagit Speedway reserves the right to require the driver to present certification from the treating physician, stating that the participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Skagit Speedway further reserves the right to require such certification in the case of pregnant women wishing to participate in racing activities. Any female that is racing at Skagit Speedway that is pregnant must notify speedway officials prior to racing.

In any such case, Skagit Speedway reserves the right to decline the entry of any individual whose participation might endanger their health or safety, or the health or safety of other drivers, crewmen, participants, officials, or spectators. All rules enforced by Officials, Management and Security must be adhered to while on Skagit Speedway property. Skagit Speedway and /or track officials reserve the right to reject any car or driver without cause or recourse.

Any interpretation of, or deviation from these specifications or rules are left to the discretion of the Race Director, Race Manager and/or Technical Officials. Their decision is final.

COMPETITOR OBLIGATION

Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that he/she is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

Track Tech officials are authorized to decide if an equipment change, or modification is an attempt to circumvent these rules. If this rule book does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by track officials by passing through prior technical inspections.

GENERAL INFORMATION

The Owner / Driver of each car represents to the Promoter and all others, that his/her car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participated in any warm-up, practice, or competitive laps. The Owner /Driver of each car is also completely responsible for ALL actions of Crew Members, Sponsors, or anyone else associated with their team. If you have any complaints, disputes, problems, or questions, only the Driver and/or Car Owner, or a designated team representative may approach and Official, in a civil manner to resolve the situation.

REGISTRATION - To be eligible TO RACE - you must REGISTER your car and driver each season. Registration forms are found on the website www.SkagitSpeedway.com under RULES. You MUST complete REGISTRATION & W-9 to complete the process. All forms should be received by the end of the night on opening night or your first visit to Skagit Speedway. Failure to complete forms WILL RESULT IN NO PAYOUT – NO POINTS – UNABLE TO COMPETE. Everyone who enters the pit area or participates in competition promoted by Skagit Speedway does acknowledge, represent, and warrant that he/she has read, understands, and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of same.

Skagit Speedway is a private business open to the public when admission fee is rendered. You are expected to act in the manner prescribed by Skagit Speedway and in accordance with all laws that govern Washington State.

When entering into an event, he/she is not deemed a Skagit Speedway employee - but is recognized as an independent contractor who will take all responsibility for taxes payable on any prize moneys or point fund moneys that he/she might have received as a result of his/her participation in any speedway event. All prize money earned will be credited to the Car Owner stated on the required W-9. Tax form W-9 must be submitted before prize money can be received.

In consideration of entering into any of the scheduled events, car owner, driver, pit people or agents, agree to permit Skagit Speedway to use their names, photos and photos of their race cars for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same.

In consideration of entering the pit area, a fee will be charged, and an armband or pit pass ticket (recognized as a pit pass) will be issued. Pit passes must be worn by everyone who enters the pit area. All participants recognize that automobile racing is a hazardous undertaking and assume all the risk by reason of his/her participation and does for himself, herself, executors and administrators, successors and administrators, successors and assigns from any and all liability for personal inquiries that may be received and from all claims and damages for injury to persons or property growing out of, caused by any construction or conditions of any track equipment, cars or other devices used therefore, whatsoever.

Race cars, vehicles (including towing equipment), wreckers, push trucks and any other equipment located in the pit area or restricted area are NOT covered by insurance.

Anyone entering the pit area must have a pit pass, including kids and/or students. All persons under the age of 18 must have a minor's release and permission from the speedway office to enter to pit area. Minor's release must be obtained from Skagit Speedway. Release forms are available on the website and at the pit gate.

Anyone involved in an accident on the track or in the pit must report it to the track office and/or call the track to fill out an accident report. Insurance carrier needs a report before any payments will be made.

All pit personnel are covered by track insurance, provided that a waiver and release form was signed on the day of the event. It is the responsibility of the injured person to notify the speedway management if medical attention was or is necessary.

NO ONE WILL BE PERMITTED TO ENTER THE PIT AREA OR COMPETITION WHILE UNDER THE INFLUENCE
ALCOHOL/MARIJUANA: possession and or consumption of alcoholic beverages and/or marijuana prior to or during an event are strictly prohibited. Persons under the influence of alcoholic beverages and/or marijuana in the restricted areas may be fined up to \$500.00 and denied access to the restricted area. **ILLEGAL DRUGS:** The use, possession, sale or transfer of illegal drugs on Skagit Speedway property is strictly prohibited. Violators will be fined and denied access to the entire Skagit Speedway property. Violators will be reported to the sheriff's office. **PRESCRIPTION DRUGS:** Any participant using over the counter medication or medication prescribed to them by a physician that may restrict or impair their ability to perform a task should not attempt to perform the task.

Any suspected participant must be reported immediately, at the request of track officials, to track medical personnel. Any participant found to be in violation of the above stated items before or during a race program or before the last checkered flag of the program will be expelled from the premises, and the car with which he or she is associated may, at the discretion of the track officials, be disqualified from further competition. Violators will be fined and denied access to the entire Skagit Speedway property. Violators will be reported to the sheriff's office.

It is expected that all discussions and disputes between participants or participants and track officials will be conducted in an orderly and sportsman-like fashion.

Anyone deliberately delaying the race program will be disqualified.
All fines must be paid prior to the individual(s) returning to Skagit Speedway.
Fines may be deducted from team earnings in which the violator is associated with.

AREAS OF SKAGIT SPEEDWAY TO WHICH RULES APPLY

- **RESTRICTED AREA:** All of the facility which is within the fences that surround the actual racing surface, pit areas and trailer parking lot.
- **PIT AREA:** All of the facility which is within the fences that surround the actual racing surface, within which the race vehicles are held and maintained while not on the racing surface.
- **GRANDSTAND AREA/GENERAL PARKING AREA:** Grandstands and the concession area as well as area used for spectator and employee parking.
- **OVERNIGHT PARKING AREA:** Those areas reserved for campers and R/V's and other overnight use.

GOLF CARTS, ATV'S, AND MOTORBIKES

- All golf carts, ATV's and other motorized equipment are only permitted on Skagit Speedway property if they are used to move race cars and/or equipment to/from the track, scales or work area. The use of these types of vehicles as personal transportation or joy riding will not be permitted. If these vehicles are used for anything other than to facilitate race cars or the racing program, they will be removed from the pit area. Any resistance will result in the driver's disqualification.
- Only one rider per ATV and two per golf cart, Razor, or Two Rider Vehicle (TRV) ATV is permitted when vehicle is in use as a staging vehicle. Absolutely no starting of any race car with golf carts or ATV's is permitted.

MINIMUM AGE

- All drivers should be at least sixteen (16) years of age. Drivers under age 16 with prior experience may request a variance. Individuals under the age of eighteen (18) must have a signed, notarized consent form from both parents or legal guardian on a form supplied by Skagit Speedway. **Minimum age allowed with experience and an approved variance is 14.**

MEETINGS

- All drivers must attend mandatory drivers' meetings. Driver's meeting will take place before packing or hot laps.

UNSPORTSMANLIKE CONDUCT

- Will not be tolerated. An appropriate penalty will be issued.
- Verbal or physical abuse of anyone will not be tolerated.
- Minimum one week suspension, fine or both.
- Any competitor or Crew Member who participated in a fight or verbal bullying in the pits, or on the racetrack, or on the premises, may be subject to a minimum of \$500.00 fine, suspension, and/or loss of points and positions in the event.
- If the misconduct is directed toward Skagit Speedway management, officials, track workers, employees or volunteers, the person(s) involved with the violation may be immediately removed and denied access to the property of Skagit Speedway. A minimum fine of \$500.00 and suspension may be imposed.
- No individuals shall use loud and/or abusive language in addressing track management or officials. Violators may be fined a minimum of \$100.00 and possible suspension.
- All fines levied against an individual or team may be withheld from car earnings.

YOU ARE RESPONSIBLE FOR

- **WASTE OIL** - must be placed in waste oil barrels at the designated waste oil area. Failure to do this will result in a minimum fine of \$200.00
- **TIRES** – take them with you, do not leave at the track. Failure to do this will result in a minimum fine of \$200.00
- **GARBAGE** in your pit stall, use the can that is provided.

PILL DRAW / REGISTRATION

- Race cars are to be unloaded in the pit area and drivers are to be registered before hot laps, **pill-draw closes at 5:00pm**. Any race team that is not registered with the track before 5:00pm will be placed at the rear of his/her heat race or at the tail end of the qualifying order. If the race car/driver is not in the pits and car into line-up area before it's their turn, the car/driver will not receive their position based on pill-draw / heat line-up.
- Driver Registration and Pill Draws will take place at the WHITE BOARD and will begin when the pit gates open. Pill draw will remain open until 5:00pm. Any driver who has not registered by that time will be lined up to the rear of a heat race or to the end of the qualifying order.
- In the event a driver and/or car will be late arriving to the speedway as stated above, a team representative may draw for their driver's heat race/qualifying position. Or, if the speedway is notified that a team will be late arriving, then speedway officials will randomly draw their heat race lineup or qualifying order for them. The race team must notify speedway officials or otherwise be lined up to the rear of a heat race or the tail end of the qualifying order.

- If a driver does not come out for their assigned hot lap or group time trial session, they will forfeit their session and will not be allowed to hot lap or time trial with any other group. At the discretion of officials, drivers may be allowed to hot lap in a later session, however if hot laps are being used as group time trials, the driver will NOT be allowed to hot lap nor group time trial in a later group.

DRIVER/CAR CHANGES:

- All driver changes must be reported to the Race Director prior to the completion (or posting) of the heat race lineups. Drivers are responsible for notifying the Race Director of any driver/car changes. No switching of numbers or qualified cars after race program has started. If a spare car is to be used once the program has started, it MUST NOT have been qualified previously that night and will start in the rear of the qualified field.

FORMAT

- The **RACE DIRECTOR/PROMOTER** will be the sole authority in the pits.
- The **RACE DIRECTOR/PROMOTER/TOWER** will be the sole authority for on-track decisions.
- **RACEceiver** - line-ups, flags, incidents will come from **RACE DIRECTOR/PROMOTER/TOWER**
- Management will establish the race event procedures: starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather conditions and once the race has passed the half waypoint, it will be an official race.
- Any complaints, disputes, questions, or problems must be directed, by the Driver or registered Car Owner, to the **RACE DIRECTOR** immediately following the event (**15-minute limit after checkered flag**).
- Any unauthorized persons entering onto the racing surface during race conditions will result in a disqualification, penalty, fine, or suspension, to the person and affiliated Driver.
- Any Driver stopping on the racing surface to argue with an Official, in regards to an official's decision, will be automatically disqualified from the event.
- The **RACE DIRECTOR/PROMOTER/ TOWER** will have control of the track during all events and the warm-up periods.

All **ROOKIE DRIVERS MUST START AT THE BACK OF ALL EVENTS FOR THE FIRST TWO WEEKS OF RACING** or until deemed by race management to be capable of starting in his/hers earned position. Rookies must have a rookie ribbon on the back of the car.

BEFORE YOU ENTER ONTO THE TRACK – KNOW THIS

- Any Driver or Crew that does not take their car to the line-up grid, when requested by the Officials, may be required to start at the back of the line-up for that event. **ALL CARS WILL BE CALLED TO THE TRACK FOR STAGING NO LATER THAN HALF-WAY THROUGH THE RACE PRECEDING THEIRS. CAR & DRIVER ARE EXPECTED TO BE IN THE STAGING LANE, AND READY TO TAKE THE TRACK BY THE END OF THE RACE PRIOR TO THEIR EVENT. THE PA SYSTEM IS A COURTESY AND IT IS THE TEAM'S RESPONSIBILITY TO BE IN STAGING FOR ANY RACE.**
- **All drivers must wear their COMPLETE SAFETY GEAR when engine is running. NO EXCEPTIONS.**
- **COMPLETE SAFETY GEAR IS REQUIRED WHEN – Pushing/Packing/Hot Laps & ANY Racing Event.**
- If a car is dead on the track, when racing is in progress, the Driver must stay in the car with seat belts fastened until the race is stopped, except in case of a fire or rollover. Failure to comply may result in a penalty, disqualification, and/or suspension.
- Any competing car, whose speed has been reduced to the point where it could cause a safety problem, may be removed from the racing surface at the option of the Race Director.
- Pit speed limit is 10 miles per hour.
- Cars returning to the pit area under power must use designated pit entrance.
- In the event a race is cancelled after 50% completion, it will be scored completed.
- All cars receive one push off per event. If a second push off is needed, the car must start at the rear of the lineup. Red flag and safety stops excluded. **All safety stops should be on the front chute at the flag stand or at a track official.**
- Drivers causing two stoppages in a single event will be disqualified for event.
- Drivers are **REQUIRED TO USE & PROVIDE THEIR OWN (RACEceiver)** "one-way radio communication" from race officials. Communication from the **RACE DIRECTOR/TOWER** will aid in the direction of the race, including, but not limited to, safety and resetting the race lineup prior to any restart.
- All cars shall provide their own and be equipped with an **AMB/MY LAPS transponder** (for lap scoring). The fitted transponder box shall be mounted as close as possible to the ground, but not protrude below the frame rail. It is the **responsibility of the competitor to ensure that the transponder is IN QUALITY WORKING CONDITION**,

FULLY CHARGED and is securely mounted and is in a suitable position. Transponders may be available for rent from the track. Competitors may be required to leave their driver's license when they receive their transponder equipment. Should a team's transponder be lost, damaged, destroyed and/or not returned, the replacement cost of the transponder will be withheld from the team's purse winnings from that event. It is in everyone's interest that transponders are suitably and securely attached and are in good working condition. **ALL RACE CARS MUST HAVE THEIR MYLAPS TRANSPONDER MOUNTED ON THEIR CAR WHENEVER THEY ARE ON THE RACETRACK.** Failure to have a transponder on the car during any time trial event will result in the driver not receiving a time and will be placed at the rear of the heat race. Race teams will be instructed as to the mounting location of the transponder based on division. Failure to mount the transponder in the approved location could result in a scoring change in the final rundown.

- Anyone deliberately delaying the race program will be disqualified.

PACKING

- All persons packing the track must sign in at the pit gate as a driver.
- All persons packing the track must follow packing directions from track workers. **Anytime a car is on the track the driver must maintain a minimum 3' (36 inches) between the car and any track worker or official.**
- All drivers must wear their **ENTIRE SAFETY GEAR** when engine is running. **NO EXCEPTIONS.**

SAFETY RULES

It is the car owner's responsibility to ensure his/her car is safe and properly maintained for racing.

- No modifications of any manufactured safety products allowed.
- All applicable items must be nomex and SFI rated and must be worn any time the engine is running.
- Snell SA 2015 or newer full-face helmet required.
- Arm Restraints – **Highly Recommended**
- Full Fire suit - minimum two layers.
 - **PROTECTIVE CLOTHING**
 - All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform.
 - Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
 - Drivers must wear shoes that meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.
- Underwear – top, bottom and foot socks. **Highly Recommended**
- Neck collar or Hans style restraint recommended.
- Head Sock or helmet skirt. **Highly Recommended**
- Right side head net, or approved head restraint seat.
- Approved roll bar padding on roll bars within range of drivers head.
- High-back approved racing seat. Minimum three 5/16" mounting bolts.
- Each car will be equipped with minimum of an SFI 15.5 or SFI 15.1 approved restraint system, **UNTIL THE DATE OF THE BELT EXPIRATION (TWO YEARS FROM THE DATE OF MANUFACTURE). LATCH TYPE 5-POINT SEAT BELTS** mounted per manufacturer. (must have label) Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage. A seven-point harness is recommended. b) Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.
- Window Nets are **MANDATORY** for all classes other than OPEN WHEEL. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. (**MANDATORY for MODIFIEDS/HORNETS**)
- When wheel packing, **COMPLETE SAFETY GEAR** is mandatory.
- When pushing off to fire, **COMPLETE SAFETY GEAR** is mandatory.
- **ADDING WEIGHT** – WEIGHTS MUST BE WHITE AND HAVE CAR #. IF WEIGHT FALLS OFF OF YOUR CAR FOR ANY REASON, YOU WILL BE DISQUALIFIED & SCORED LAST IN SAID EVENT.
- **SPRINT CAR - MUST HAVE REAR BUMPER TO START AND RECEIVE A PUSH. NO PUSH WITHOUT REAR BUMBER.**

STARTS

- All INITIAL starts will be given the green flag at the chalk line in the middle of turn four. If the rows stay nose-to-tail, the green flag will wave and the green lights will come on, and all driver may pass at that time.
- Jumped starts called by flagger.
- If the official feels there was not an equal start or that the rows were not in line nor ready to go, the start will be called back and it will be at the discretion of officials whether or not to penalize either one or both or none of the front row drivers by moving them back one row.
- If a driver starting in any other row jumps the start, the start will either be called back and/or the driver identified for the jump will be penalized the total number of spots that he or she advanced prior to the green flag. The penalty will be assessed at the final finish of the event, or at the next caution or red flag.

RESTARTS (ANY SPRINT CAR CLASS)

- All restarts will start on the back straightaway – there will be a cone.
 - All restarts will be single file. All cars must pass to the outside (right side) of the cone in a single file manner. If a car passes to the left of the cone, hits the cone, or passes another car prior to reaching the cone, they will be penalized two spots.
 - The leader should not accelerate until he/she reaches this point. All cars must pass between the cone on the backstretch and the outside guardrails in single-file, nose-to-tail order. Any driver going to the inside of the cone, or making contact with the cone will be penalized two positions at an immediate yellow.
- FOR MODIFIEDS/HORNETS** – Will restart on the front-stretch, all restarts will be Delaware Double File restarts with the leader in a row by themselves.

FLAGS

GREEN FLAG

- The green flag will indicate the start or restart of an event. After the cars are lined up in the correct order, the (yellow) traffic lights will be turned off; this indicates the race will start on the next exit out of turn four. In the event of a false or poor start, the yellow caution light will come on as the leaders reach the backstretch. The start will then be reattempted.
- If one or both front row starters jump the second start, they will be moved back a row for the next start. If a driver has a blatant excessive jump on the original start he/she may be put back a row.
- Any car(s) advancing positions before the start or before the cone on a restart will be penalized two positions for each position gained. Penalty will be assessed at the next race stoppage or end of the event.
- Any driver that hits the cone on a restart will be put to the back immediately unless the driver is avoiding a collision. A second infraction will result in disqualification. If a driver is alongside the car in front of him at the cone he must let the car back in front of him before the exit of turn 2 or be penalized for jumping.
- **SPRINT CARS** - Restarts after one lap is completed will be single file. No gaping or passing before you pass the cone. **MODIFIEDS & HORNETS** - Restarts after one lap is completed will be Delaware double file restarts with the leader out front by themselves. No gaping or passing before THE GREEN FLAG.

WHITE FLAG

- The white flag indicates one lap remaining in the event.
- Should the race be stopped on the last lap, the restart will consist of two laps at green, white and then checkered.

BLACK AND WHITE CHECKERED FLAG

- A checkered flag will indicate the end of an event.
- If the leader receives the checkered flag and the race is stopped before all cars cross the finish line, the race will be scored complete. The cars crossing the finish line before the stoppage will be scored accordingly, the remaining cars will be scored as they had completed the previous lap. Cars involved in the stoppage will be scored last on their respective lap.

YELLOW FLAG

- A yellow flag condition is considered a race stoppage. Cars will slow to a pre-race speed and maintain a single file line. Cars out of position will be advised over the **RACEceiver** frequency where to line up.
- If a pace truck is on the track, no cars are allowed to pass it without permission. Violators will be sent to the rear of the field or disqualified.
- Cars entering the work area during a yellow flag condition, that complete the work before the race is ready to resume will be allowed to restart at the rear of the lineup. Lineup will be in the order they return to the track.
- Cars involved in the race stoppage that go to the work area will be given **TWO MINUTES to make repairs**. The time will begin when the last car arrives in the work area. Lineup will be in the order they return to the track.
- Cars not involved in the race stoppage that go to the work area will not get time in the work area. The race will resume when the lineup is correct.
- **SPLIT YELLOW** - Cars crossing the flag stand before a yellow flag will be scored on the current lap, those that have not crossed will be lined up in order by their previous lap.
- **YELLOW AT THE CHECKERED:** Any cars taking the checkered flag will be scored in order, the race will be completed. Others that come after the yellow is thrown will be scored by the previous lap. Any cars involved will be placed to the back. At the discretion of the RACE DIRECTOR.

RED FLAG

- A red flag condition is considered a race stoppage. Cars that blatantly drive past the crash scene will be penalized two (2) positions or disqualified.
- Cars stopping must stay off the inner apron and not block openings where emergency personnel or support vehicles respond from.
- Cars entering the work area during a red flag condition that complete the work before the race is ready to resume will be allowed to restart at the rear of the lineup. Lineup will be in the order they return to the track.
- Under red flag conditions: On a "Closed Red", No crew, members or individuals are allowed on the track. Violation will result in a disqualification.
- **On an "Open Red"**, The crew may work on the car on the track. If a tire is changed, the car must restart at the rear of the line up in front of any cars that went to the work area.
- If fuel is added, the crew must have a manned fire extinguisher at the car and use an anti-slosh funnel. Violation of this may result in disqualification.
- If a car is involved in an accident, **ONLY EMERGENCY PERSONNEL ARE ALLOWED** at the car until the driver has vacated.
- When the **HORN SOUNDS that means the "Clear the Track" command is given**, all personnel must leave the track in a timely manner. Violation of this will result in the car being penalized to the rear of the line up or disqualification.

BLACK FLAG

- **IF YOU ARE GIVEN A BLACK FLAG – YOU ARE DONE, EXIT THE TRACK.**
- A furlled black flag will be a warning against on-track violations.

RE ENTRY

- No cars are allowed to enter the racing area after the track and / or pace truck caution lights are turned off, **UNLESS** ordered to by Officials.

PROTESTS

- Car owners or drivers that refuse an inspection on any item will be considered illegal.
- Cars that are illegal will be disqualified for events participated in that night.
- Illegal engines will result in a fine of up to **\$2,000.00** and loss of all points to date.
- Engines that pump big will have the option to tear down for cubic inch verification.
- **Management reserves the right to check any cars for rule compliance at any time.**
- In order to protest a competitor's engine, protestor's car must have finished in the same race as the protested car. **Protester must put in writing and present to RACE DIRECTOR within 15 MINUTES of the checkered flag.** Protest must include, in writing, the rule/items that are in protest, along with \$2000.00 cash. If protested car is illegal, **\$1500** will be returned to protester. If protested car is legal **\$1500** will be awarded to said car for reassembly inconvenience. The balance will pay the technicians. It is the responsibility of each race team to have in their possession, a current set of rules for the division that they are participating in. Protesting party must have a current set of rules outlining the provision of the protest. **THIS APPLIES TO ALL CLASSES AT SKAGIT SPEEDWAY.**
- Any complaints, disputes, questions, or problems must be directed, **by the Driver or registered Car Owner**, to the **RACE DIRECTOR within 15 minutes of checkered flag.**

ROOKIE

- **ROOKIE OF THE YEAR:** If you are competing for Rookie of The Year, you must not have competed in more than three (3) races in your division and/or an upper division, in any year prior.
- All **ROOKIE DRIVERS MUST START AT THE BACK OF ALL EVENTS FOR THE FIRST TWO WEEKS OF RACING** or until **DEEMED BY RACE MANAGEMENT TO BE CAPABLE OF STARTING** in his/hers earned position. Rookies must have a **rookie ribbon on the back of the car.**

WEIGHING AND SCALES

- All cars will weigh as directed by announcement, radio message or posted at the designated Scales, per the weight rule, and track layout. All cars must weigh-in immediately following their Races as directed. Any detour, redirection, mud puddle meandering, may result in disqualification or penalty.
- Any detour to the scale, may result in loss of finish position or time. Should any car stop on the way to the Scales and be touched by anyone other than a Race Official, the Driver may be disqualified. **Any car not meeting the minimum weight, after the designated event will lose its time, and/or finishing position from that event.**

- The scales used for the event, provided by the series or the track, will be considered the official scales for the event. Scales will be available for any team to verify its car weight as determined by the official scales for that event.
- The number of cars to be scaled nightly will be announced at the drivers meeting, on the pit board and/or instructed via the driver's one-way radio.
- At the scales, the car must present themselves directly on to the scales. The figure shown is the official weight for that car.
- Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the final attempt will become the entered weight.

IF, AT THE SCALES, THE CAR FAILS TO MEET THE MINIMUM WEIGHT, THE FOLLOWING PENALTIES APPLY:

- **Qualifying:** The car forfeits the earned qualifying and must start last in a heat race.
- **Heat Race:** Car is penalized for that event but remains eligible for the next qualifying race.
- **Mains - Feature:** Car and Driver will forfeit win/points/money for that night.

SCORING & POINTS

- **Sprint Cars receive:** *(Driver points & Owner points to registered car #)*
 - Qualifying / Heat / Main Event Points
- **Modifieds receive:** *(Driver points & Owner points to registered car #)*
 - Heat / Main Event Points
- **Hornets receive:** *(Driver Points – Regardless of Car Driven)*
 - Main Event Points
- **Midgets Receive** *(Driver Points - Regardless of Car Driven)*
 - Heat / Main Event Points

QUALIFYING (SPRINT CARS)

- You must attempt to complete at least one lap to receive time and points.

HEAT RACE

You must take the checkered flag in your heat to get your time back.

If you do not take the checkered flag, you will start behind the transfer cars.

In the event of a B-Main – you will be lined up in the B-Main by your time.

CHAMPIONSHIPS/AWARDS

- If at the conclusion of the season, TWO or more drivers and / or car owners are tied in points, they will be awarded equally for the tied position.
- **ROOKIE OF THE YEAR:** If you are competing for Rookie of The Year, you must not have competed in more than three (3) races in your division and/or an upper division, in any year prior.

SPRINT CARS

**SKAGIT SPEEDWAY SAFETY RULES SUPERCEDE ANY OTHER SAFETY RULES
410 SPRINT CARS WILL FOLLOW WORLD OF OUTLAWS RULES.**

IN ADDITION TO ABOVE MENTIONED SAFETY RULES – THESE ARE IN PLACE FOR SPRINT CARS

- **CAR # NEEDS TO BE AT LEAST 16" TALL – IF LETTER IS ADDED THAT NEEDS TO BE AT LEAST 6" TALL.**
- Padded knee guards.
- Driveline hoop. Minimum 1" O.D. x .065 4130 chrome alloy material.
- Sealed firewall between the driver and engine.
- Hood must cover radiator cap and engine.
- Floor pan must be securely fastened and extend to each frame rail and from the motor plate to the seat. Not allowed under the engine or fuel tank.
- Throttle pedal must have toe strap. Not recommended to mount to floor pan.
- Main fuel line must have ¼ turn shut off if fuel pump is mounted in front of motor.
- Fuel lines must be reinforced pressure hose. No plastic lines.
- Approved fuel tanks with bladders only. Flush mount caps and non-spill vents. **Fuel tanks shall retain the traditional sprint car tank shape, no square back shapes.**
- On/off or push/pull ignition switches only. No keys.
- No mirrors or communication devices **except Receiver. Only track official may talk to drivers, violators will be disqualified & fined \$250.**
- **Driveline must be enclosed in driver's compartment.**
- No external coolers.
- No **clip on** wheel weights.
- Wheel wing nuts not to extend past rim.
- All wheels must be approved for racing.
- All hubs must be approved for racing.
- Wheel covers must be securely attached by **minimum 5 Dzus fasteners or 3 5/16 flange head bolts. Approved fastening systems: Keyser Manufacturing, part #100 7-101. Wehrs Manufacturing Part # (WM377A-312 Aluminum 5/16) (WM377S-312 Steel 5/16) Triple X Chassis Part # SC-WH-7810 (for 1" spring) / SC-WH-7820(for 1 3/8" spring) Smith Precision Products Part # MC-516-18**
- **Bead locks REQUIRED on rear wheels.**
- Foot operated hydraulic brakes that work required.
- All cars must have top wing at all times.
- Roll cage must be 2" above drivers Helmet.
- **14.29 Drag Link and LF radius rod must be made of 4130 steel with steel rod ends. Drag Link must be tethered to frame.**

1. Chassis Rules All Sprint Classes

1.1 The following frame measurements are minimum dimensions. Only those areas indicated are mandatory and subject to technical inspections. In lieu of the "BUTT" BAR a car's rear end can be tethered to the rear chassis. Only ASTM4130 normalized steel or equivalent material may be used in the chassis/frame construction. See drawing 16.5.a.s:

- A. TOP RAILS 1 ½" X .095"
- B. BOTTOM RAILS 1 3/8" X .095" OR 1 ½" X .083"
- C. ROLL CAGE UPRIGHTS 1 3/8" X .083"
- D. ROLL CAGE CROSSMEMBER 1 ½" X .095"
- E. UPPER RAILS 1 3/8" X .083"
- F. REAR END SAFETY "BUTT" BAR 1" X .083" OR 1 ¼ X .065
- G. BRACE 1 ¼" X .065"

TORSION ARM STOPS WILL BE MANDATORY on both sides of the front torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm stop design. Torsion arm stops must be installed and used in accordance with the manufacturer's instructions. The following torsion bar stops(s) have been approved for competition:

- A. MOOSE BLOCK 1200 RETAINER KIT
- B. ALL STAR PERFORMANCE ALL STAR 10730 RETAINER
- C. MARING SAFETY RETAINER
- D. BUTLERBUILT MANDREL
- E. KKR GROVE AND CLIP
- F. KAEDING CLIP
- G. DMI - T-REX (TORSION RESTRAINT EXPRESS SYSTEM)
- H. SCHROEDER PART NUMBER: "BARS" (FOR SCHOEDER BARS WITH RELIEF IN ENDS)
- I. SCHROEDER PART NUMBER: "RWLAR" (WEDGE LOCK)

2019 forward - all chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights. The new support bars must be an addition to the front and rear uprights. The left and right side support bar do not have to be the same. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material.

Left and right-side support bars may be one of two forms a "Curved Support Bar" similar to current "safety bar" used in some chassis' or a "Non-Curved Support Bar" similar to the WoO Sprint Car Series Rules.

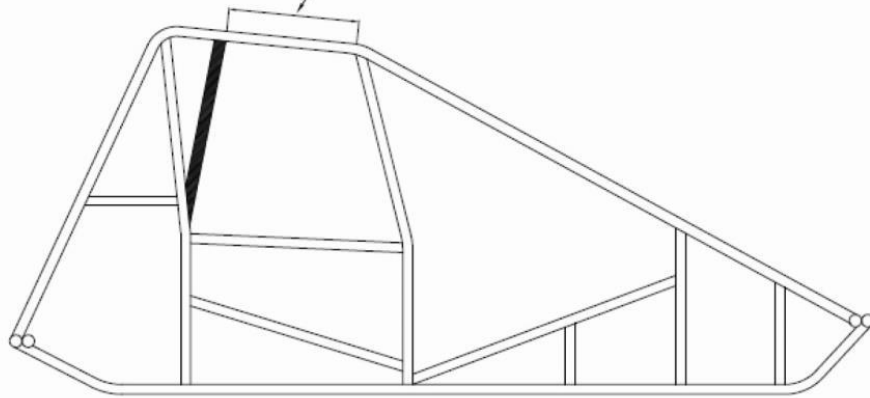
The Curved Support Bar will attach to the top rail to create a span between 15" and 20" from the front upright to the support bar. This measurement will be made from the rear point of the front upright to the forward point of the support bar. It will attach to the hip rail and have a gusset attached above the curve to the rear upright at the point opposite of the rear brace/shock mount bar. The outer most point of the curve will be between 4" and 7" measured from the outer edge of the uprights.

The Non-Curved Support Bar will be attached to the top rail to create a span between 15" and 20" from the front upright. This measurement will be made from the rear point of the front upright to the forward point of the support bar. The bottom of the Support Bar will attach to the rear upright at the point opposite of the rear brace/shock mount bar.

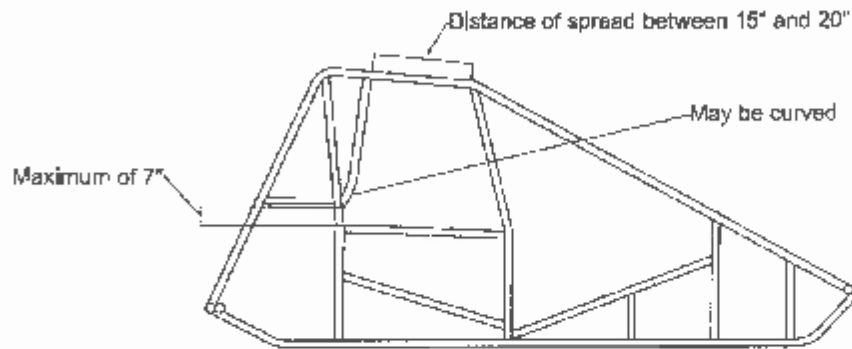
See drawings below.

Support Bar

Distance of spread between 15" and 20"

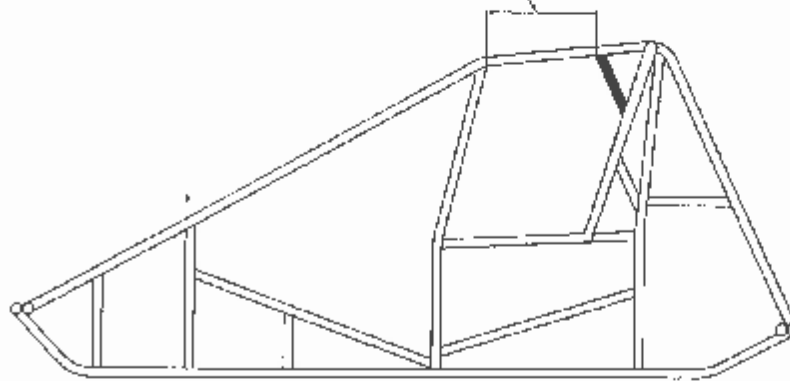


Support Bar Option

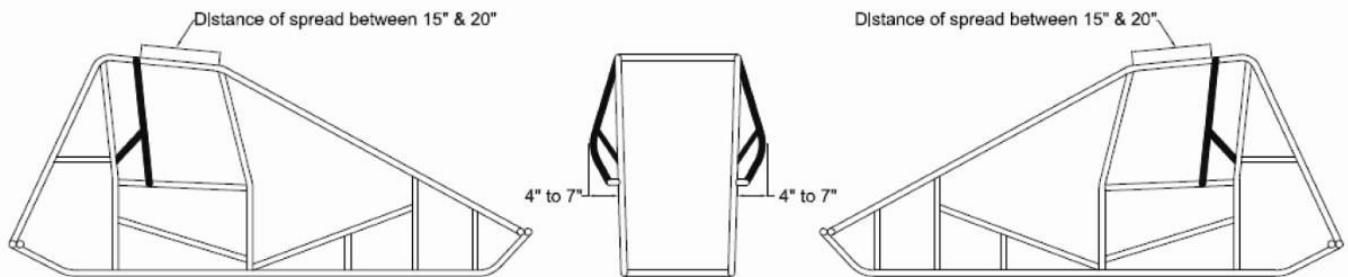


Curved Support Bar Option

Distance of spread between 15" & 20"



Curved Support Bar Drawing



1.2 Slip joints will no longer be allowed in any form. Bolted or clamped slip joints will no longer be allowed. If a current chassis has a slip joint it will have to be welded the full circumference of the tube to become solid.

1.3 Front, rear and side nerfs required at the start of the race. All nerfs and bumpers must be attached with a minimum 3/16" steel fastener. No pop rivets. Wings, bumpers and/or nerf bars must be positively fastened with bolts & nuts, hitch pins and/or roll pins only. **For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.**

1.4 Side nerfs not to extend past tires. **Must be attached to the chassis at 3 points.** Front nerf minimum 12" wide and rear nerf minimum 6" vertical contact area. All nerfs and bumpers must be steel. Minimum 1" O.D. No air deflectors on nerfs or bumpers.

1.5 Wheel base minimum of 82". Tread width minimum of 48" center to center.

1.6 No traction control devices. Violators will be fined and suspended.

1.7 Coil, power boxes and all electrical components must be on engine side of firewall.

1.8 No electrical disconnects in cockpit.

1.9 Body style and design must look like a standard and normal sprint car. **No unusual shaped or added panels to deflect or catch air.**

1.10 TIRES All tires must be "Hoosier". RR **105/18-15 HTW** or 105/16.0-15 Medium compound. LR 15.0/90, 92, 94, 96-15 H12 Compound, D10 and RD 12 compound also allowed. Front 85/8.0-15 D10 / D12 / D15 (updated 3/2022).

360 & SPORTSMAN SPRINTS will have till the end of the year to comply. In 2023 it will be mandatory for all 360 & Sportsman Sprint Cars. H Tires.

410 - Teams will have until June 1, 2022 to use any HTW tires they may have in their inventory. Starting JUNE 2, 2022 – 410 tire rules are as follows.

Only the following designated Hoosier Racing Tires will be permitted for competition on all four (4) positions the racecar.

The designated tire(s) will be available in the following compounds:

Front: 1. 85/8.0-15 D12, D15, D20

Left Rears:

1. 15.0/90-15 H12
2. 15.0/92-15 H12, H15
3. 15.0/94-15 H12, H15
4. 15.0/96-15 H12, H15

Right Rears:

1. 105/16.0-15 H15, W18, H20, Medium

1.11 No cockpit adjustable Parts except wing slider.

1.12 Brake rotor material optional for 360 class.

1.13 Sportsman Sprint Division

1.13.1 Twin tube, non-gas, non-adjustable shocks only on LF, RF, and RR, LR shock may be adjustable.

1.13.2 No titanium rotors. Inboard must be steel.

1.13.3 No Titanium rotating parts.

1.13.4 Must have left front and inboard Brake; RR brake optional.

1.13.5 Steel or aluminum wheels allowed. **Bead locks REQUIRED ON REAR WHEELS.**

1.13.6 Battery ignition or magneto optional. **No MSD (or similar) ignitions allowed. If you're not sure, ask first.**

1.13.7 Battery must be securely fastened and covered to prevent spilling.

1.14 410 Division

1.14.1 Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma

12 tethers attached to the chassis. Tether systems must include a "kingpin to kingpin" tether that will attach to the axle clamp/band or pass through the loop of wrap style axle tethers. Tether cables should be installed using the manufacturer's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions. 2019 will be the last year "bolt to bolt" radius rod axle tethers will be allowed. January 2020 all axle tether systems must clamp to or wrap around the axle per the manufacturer's instructions.

1.14.2 Drag links must be made of 4130 steel a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches. Tie Rod and Left Front Radius Rod must be 4130 steel with magnetic steel rod ends. Swaging of the tubing for Tie Rod and Drag Link will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.

2. Wings All Classes

2.1 Top wing surface area not to exceed 25 square feet.

2.2 Nose wing top surface shall be maximum 6 square feet.

2.3 Top wing side panels maximum vertical height is 30".

2.4 No dual stage wings.

2.5 No offset or angled shape to the body or side panel design.

2.6 Side panels mounted at 90 degrees to the main body.

2.7 Side panel length not to exceed 12" total past the front or rear of body.

2.8 Wing T-post should be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Parts made from castings must be HRP Heat treated type.

2.9 1" Wicker bill allowed on nose wings.

2.10 360 Specifications:

2.10.1 Curved top wings may not exceed 2 1/2" of total dip in the top surface measured from front to back. No wickers bills allowed.

2.10.2 Top wing may be of 'Flat Top' design. Main body thickness not to exceed 9". 2" wicker bill allowed.

2.11 Sportsman Specifications:

2.11.1 Top surface to remain flat in all directions. 1" Wicker Bill allowed.

2.11.2 Top wing can be adjustable from the cockpit.

2.12 410 Specifications:

Top Wing Center Foil - Center Foil maximum size of 25 square feet with a maximum width and length of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center foil top is to be flat from front to back and side to side. **The center foil top must start being flat within 6" from the center foil's front leading edge.**

2.13 – IN 2023 FLAT TOP WINGS MANDATORY FOR ALL CLASSES.

3. Weight Rule

3.1 All classes are minimum weights at the conclusion of an event and include the driver. **No allowance for parts lost during the event.**

3.1.1 **360 class 1475 lbs.**

3.1.2 **Sportsman class 1575 lbs. Crate engine cars 1525 lbs. (reevaluate during the season).**

3.1.3 **410 Sprint Cars** - weigh a minimum of 1425 pounds with a driver fully prepared to compete in the car throughout an entire event.

3.2 Cars found underweight will be **disqualified** and forfeit money and points for said event.

3.3 Added weight must be between frame rails and axles, securely fastened **TO THE FRAME**

3.4 All cars weighing will have a crew to push car on & off scales.

3.5 Top three cars from each heat and main must weigh before returning to pit stall. Cars that do not stop and weigh may be disqualified. **If in doubt, STOP at the scales. Only exception is if no weigh ins are announced by the race director.**

3.6 In the event of a crash during qualifying before weighing, car will need to be weighed after heat races or first race run. If you do not weigh or are found underweight after heat race, you will lose your qualifying time and points.

4. Engine Rules All Classes

4.1 Methanol fuels only. No performance enhancing additives. **Including but not limited to Nitromethane and propylene oxide.**

4.2 Normally aspirated, piston driven engines only.

4.3 Injectors must be individual stack per cylinder design with single round butterfly.

4.5 360 Sprint Class

4.5.1 Maximum cubic inch 360

4.5.2 No titanium cranks or rods.

4.5.3 Steel blocks only.

4.5.4 Injectors: 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.

4.5.5 Cylinder heads must be legal ASCS heads. No Open Heads.

4.5.6 Injector nozzles not permitted in the cylinder head.

4.5.7 Oil pan must have a 1" inspection plug on the side.

4.6 Sportsman Sprint Class

4.6.1 Chevrolet engines only. Maximum cubic inch 360.

4.6.2 **Stock production style crankshaft, 3.480 stroke only.** For balancing purpose, cross drilling of the rod journal permitted. **No altering of the throws or counter weights. O.D. of the rear flange may be reduced to fit through the motor plate and U-joint housing. NO scalloping allowed.** Highly recommend a stock steel 350 Chev crank or an unaltered Scat std. crank part # 4-350-3480-5700(R) short #435010

4.6.3 Steel connecting rods only.

4.6.4 **Stock production unaltered straight plug steel Chevrolet heads or Dart head #10120010 or #10024266 only. No angle milling or milling off the intake side of the heads. (UPDATE 2/28/22)**

4.6.6 **Injector stacks O.D. must match injector size. Maximum stack thickness .150.** Injector stacks maximum 1 1/2" I.D. If larger stacks are used, they must be reduced to 1 1/2" I.D. Restrictor opening shall be a maximum of 1 1/2" I.D. round, and centered and in the stacks. Maximum thickness is .250 (1/4") flat design. Maximum radius or chamfer is .050. No blending above restrictors. Maximum blending below restrictors is 3/4". No alterations to the restrictors or stacks to enhance air flow. It is recommended the restrictors be moved up the stacks far enough to allow three 1/8" pop rivets to be inserted directly below restrictors equally spaced before blending to prevent slippage.

4.6.7 If carbureted, a maximum of one 4 barrel @ 750 CFM allowed.

4.6.8 No electric fuel pumps.

4.6.9 Roller rockers allowed. Stud mount only, no pedestal or shaft mount.

4.6.10 Flat tappet or solid cams only. No mushroom or roller cams. No Stellate, nitride or specialty hardening of the camshaft allowed. Stock style lifters only, no hardened or lightweight lifters allowed.

4.6.11 **Solid core steel or stainless steel valves only. Std. stem size.**

4.6.12 Valve Springs: Comp Spring part # 985, 986 or 987 will be allowed. These will be checked at max open (coil bind).

4.6.13 Retainers and Locks: Steel only, No titanium.

4.6.14 Maximum Rocker Arm ratio 1.6.

4.6.15 Flat top pistons only. No pistons above the deck.

4.6.16 No injectors in the heads. **Maximum injector tip length is 1".**

4.6.17 No dry sump oil systems.

4.6.18 **Oil pan must have a 1" inspection plug on the side.**

4.6.19 NO MSD (or similar) magnetos allowed. If you're not sure, Ask.

4.6.20 Crank driven water pumps only. Direct or belt driven.

4.6.21 **Stock Chevrolet "604" Crate engines will be allowed in the Sportsman Division. Engines that do not have the factory Chevrolet and/or IMCA seals will be required to be certified before competing.**

4.6.22 **All crate motors must utilize the Willy's Carburetor PN# WCD66041EQ/WCD5003. Internal component must remain stock for the "604" crate engine from Chevrolet.**

4.6.23 Sportsman engine rules are intended to control costs and create a level and fair playing field for all competitors. If you are not sure about upgrades or modifications, ask Speedway management first.

4.7 410 Division

410 SPRINT CARS WILL FOLLOW WORLD OF OUTLAWS RULES.

4.7.1 Only small block V-8 engines with the cam in the block and a maximum of 410.00 cubic inches of displacement (tolerance + 0.000) will be permitted. The formula $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply. Big block engines will not be permitted.

4.7.2 The engine must be mounted in-line with the driver and the drive-line must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted.

4.7.3 The engine block and cylinder heads must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.

4.7.4 Engines with the magneto and/or distributor in a forward mounted and/or front mounted position will be allowed but must be approved prior to competition. Engines with the magneto and/or distributor mounted in the stock OEM production position for the block and/or engine must be approved prior to competition.

4.7.5 Approved Front Drive Magneto System: Moroso 60205 & 60206.

4.7.6 Only normally aspirated engines will be permitted. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted.

4.7.7 The maximum engine cylinder bore size shall be 4.165 inches.

h) All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy.

4.7.8 Titanium crankshafts, connecting rods and/or rod caps will not be permitted.

4.7.9 Only two (2) valves and one (1) spark plug will be permitted per cylinder.

4.7.10 Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Canted or splayed valve cylinder heads must be approved prior to introduction into competition.

4.7.11 Only steel connecting rods with a maximum length of 6.000 inches will be permitted.

4.7.12 All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00 inch pipe plug.

4.7.13 In the event that an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition.

4.7.14 Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted. The maximum throttle bore as measured at the throttle plate (butterfly) may not exceed 3.000 inches in diameter. Slide plate, rotary cylinder, and/or other styles will not be permitted for competition. Carbon fiber manifolds and/or any other injection type pieces manufactured from carbon fiber will not be permitted.

4.7.15 A maximum of 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one nozzle must be placed in the injector.

4.7.16 A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.

4.7.17 Only magneto-type ignitions will be permitted. A single crank-trigger type system will be permitted as a backup ignition system. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dashboard within the driver's reach. Multiple coil-pack ignitions will not be permitted.

4.7.18 Steel and stainless steel headers will be permitted. Titanium headers will not be permitted.

4.7.19 New engine components and/or new engine configurations must be submitted and approved by the Race Director.

4.7.20 If an engine is inspected and it measures over 410.00 cubic inches, the driver and the car will be disqualified. All earned points and money will be forfeited for that event and the driver, car and owner will be suspended for the next three events. NOTE: The engine may be checked at any time during an event or torn down after the event at the discretion of Race Director. If the Race Director finds the motor to be illegal, the competitor will be given the opportunity to remove the cylinder head for clarification purposes. There will be a one hour time limit set for this process following the conclusion of the A-Main.

5. MUFFLERS

Unaltered, functional mufflers intact at all times. Large oval Flow Master (**#5354510**), Large Spin Tech box mufflers (**#1555**) or Schoenfeld (**#14272735** or **14272730**). **Max dba 95 @ 100'**.

6. Race Format

Promoter reserves the right to alter the format when deemed necessary.

Qualifying

40 cars or more will have two groups for qualifying.

6.1.1 **All classes will draw a pill for qualifying order. 2 Lap qualifying.**

6.1.2 If a car is unavailable and misses its qualifying spot by more than two cars, said car will take one lap at the end. **The best the car can start is behind the inversion of the heat race.**

6.1.3 Cars that are too loud are disqualified and may change mufflers and take one lap at the end. **The best the car can start is behind the inversion of the heat race.** Cars that don't meet the dba requirement will not race.

6.1.4 If an event is delayed and qualifying is cancelled – Once heat race entries are determined, your starting position will be by random draw. You will have two heat races. The second round of heats will be a complete invert of your round starting position, plus lane swap.

HEAT RACES - 18 OR LESS 2 HEATS / 19-24 3 HEATS

HEAT 1	HEAT 2
3-5	4-6
7-1	8-2
9-11	10-12
13-15	14-16

HEAT 1	HEAT 2	HEAT 3
4-7	5-8	6-9
10-1	11-2	12-3
13-16	14-17	15-18
19-22	20-23	21-24

Heat Races - 8 laps -- 18 OR LESS 2 HEATS / 19-24 3 HEATS

6.2.1 Heat races will line straight up by qualifying time with the fastest qualifier in each group starting 4th.

6.2.2 All cars transfer to the A Feature event.

6.2.3 Heat race winner and the fastest qualifiers who finishes 2nd thru 6th in each heat race advance to the Dash.

Dash - 6 Cars, 6 Laps

360 / 410 - PILL DRAW TO DETERMINE INVERSION FOR STARTING LINE-UP. (0/4/4/6)

1. Dash LINE-UP order – HEAT RACE winners by overall qualifying time and fastest qualifiers who transferred from their respective heat races to the "A" Feature by overall qualifying time (3).
2. The finish of the Dash will set the first 6 positions of the "A" Feature event. Non-Dash Qualifiers
3. "A" Feature cars not eligible for the dash are lined up behind the dash cars by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 2nd place finishers, 3rd place finishers, 4th place finishers, 5th place finishers, 6th place finishers, 7th place finishers and 8th place finishers.

4 Heat Format 24 - 48 Cars

Heat Races - 8 laps

1. Heat races will line straight up by qualifying time with the fastest qualifier in each group starting 4th.
2. Top 5 finishers will advance to the "A" Feature Event; 6th, 7th and 8th place finishers advance to the "B" Feature Event, all other finishers to the "C" Feature Event.
3. Heat race winner and fastest qualifier who finishes 2nd thru 5th in each heat race advance to the Dash.

Dash – 8 Cars, 6 laps

1. Dash draw lineup - 4 heat race winners by overall qualifying time and fastest qualifiers who transferred from their respective heat races to the "A" Feature by overall qualifying time (4).
2. The finish of the Dash will set the first 8 positions of the "A" Feature event.

Non-Dash Qualifiers

1. Heat race "A" Feature transfer cars not eligible for the dash are lined up behind the dash cars by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 2nd place finishers, 3rd place finishers, 4th place finishers and 5th place finishers.

"B" Feature - 15 laps

1. "B" Feature cars are lined up by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 6th place finishers, 7th place finishers and 8th place finishers. 4 "B" Feature transfer cars will tag the rear of the "A" Feature by finish position.

"C" Feature - 12 laps

1. "C" Feature cars are lined up by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 9th place finishers, 10th place finishers, 11th place finishers and 12th place finishers. 2 "C" Feature transfer cars will tag the rear of the "B" Feature by finish position.

5 Heat Format 49 – 60 Cars

Heat Races - 8 laps

1. Heat races will line straight up by qualifying time with the fastest qualifier in each group starting 4th.
2. Top 4 finishers will advance to the "A" Feature Event; 5th and 6th place finishers advance to the "B" Feature Event, all other finishers to two "C" Feature Events.
3. Heat race winner and fastest qualifier who finishes 2nd thru 4th in each heat race advance to the Dash.

Dash – 10 Cars, 6 laps

1. Dash draw lineup - 5 heat race winners by overall qualifying time and fastest qualifiers who transferred from their respective heat races to the "A" Feature by overall qualifying time (5).
2. The finish of the Dash will set the first 10 positions of the "A" Feature event.

Non-Dash Qualifiers

1. Heat race "A" Feature transfer cars not eligible for the dash are lined up behind the dash cars by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 2nd place finishers, 3rd place finishers and 4th place finishers.

"B" Feature - 15 laps

1. "B" Feature cars are lined up by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 5th place finishers and 6th place finishers. Top 4 "B" Feature transfer cars will tag the rear of the "A" Feature by finish position.

2 "C" Features - 12 laps

1. Cars are lined up by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 7th place finishers, 8th place finishers, 9th place finishers, 10th place finishers, 11th place finishers and 12th place finishers. 2 "C" Features are then lined up with the inside cars in "C" Feature #1 and the outside cars in "C" Feature #2. Top 2 finishers from each "C" feature will tag the rear of the "B" feature. "C" Feature #1 cars on the inside by finish position and "C" Feature #2 cars on the outside by finish position.

6 Heat Format 61 or More Cars

Heat Races - 8 laps

1. Heat races will line straight up by qualifying time with the fastest qualifier in each group starting 4th.
2. Top 3 finishers will advance to the "A" Feature Event; 4th and 5th place finishers advance to the "B" Feature Event, 6th, 7th, 8th and 9th place finishers advance to two "C" Feature Events, all other finishers to two "D" Feature Events.
3. Heat race winner and fastest qualifier who finishes 2nd thru 3rd in each heat race advance to the Dash.

2 Dashes – 6 cars, 6 laps each

1. Dash cars are lined up with 6 heat race winners by overall qualifying time and fastest qualifiers who transferred from their respective heat races to the "A" Feature by overall qualifying time (6). 2 Dashes are then lined up with the inside cars in the first Dash and the outside cars in the second Dash.

2. Dash draw lineup – dash #1 will draw with 3 heat race winners by overall qualifying time and fastest qualifiers who transferred from their respective heat races to the “A” Feature by overall qualifying time (3) and dash #2 will draw with 3 heat race winners by overall qualifying time and fastest qualifiers who transferred from their respective heat races to the “A” Feature by overall qualifying time (3).
3. The finish of Dash #1 will set the first 6 inside positions of the “A” Feature event and the finish of Dash #2 will set the first 6 outside positions of the “A” Feature event.

Non-Dash Qualifiers

1. Heat race “A” Feature transfer cars not eligible for the dash are lined up behind the dash cars by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 2nd place finishers and 3rd place finishers.

“B” Feature - 15 laps

1. “B” Feature cars are lined up by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 4th place finishers and 5th place finishers. Top 6 “B” Feature transfer cars will tag the rear of the “A” Feature by finish position.

2 “C” Features - 12 laps

1. Cars are lined up by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 6th place finishers, 7th place finishers, 8th place finishers and 9th place finishers. 2 “C” Features are then lined up with the inside cars in “C” Feature #1 and the outside cars in “C” Feature #2. Top 2 finishers from each “C” Feature will tag the rear of the “B” Feature with “C” Feature #1 cars on the inside by finish position and “C” Feature #2 cars on the outside by finish position.

2 “D” Features - 10 laps

1. Cars are lined up by heat race finish (starting position amongst the same place finishing cars will be determined by overall qualifying time) – 10th place finishers, 11th place finishers, 12th place finishers and 13th place finishers. 2 “D” Features are then lined up with the inside cars in “D” Feature #1 and the outside cars in “D” Feature #2. Top 2 finishers from “D” Feature #1 will tag the rear of “C” Feature #1 by finish position and top 2 finishers from “D” Feature #2 will tag the rear of “C” Feature #2 by finish position.

--Cars that enter the work area with 5 laps or less remaining in the race will not be given the 2 lap wait period for repairs. When the lineup is correct the race will resume.

--Lapped cars will be PULLED OUT EACH RE-START.

Speedway management reserves the right to tech any car, at any time for any reason.

--If an owner and/or representative refuses a tech inspection, the racecar and team will be disqualified and may lose all points and incur a fine.

7. Point System

7.1 Equal points will be awarded to the driver and the owner for each event.

7.2 At Mid-season Championship the format will be a regular event format with qualifying, heats and mains.

7.3 Championship Night the top six in owner points will line straight up by points in each division, they will race a six-lap scramble race. The finish determines the starting lineup for each main. All other cars will qualify and start straight up behind the six scramble cars.

7.4 Switching car number and driver not permitted.

7.5 Points

Qualifying	Heat Race	Main Event		
1 = 15	1 = 10	1 = 100	10 = 76	<u>Optional</u>
2 = 11	2 = 9	2 = 95	11 = 74	19 = 58
3 = 8	3 = 8	3 = 90	12 = 72	20 = 56
4 = 7	4 = 7	4 = 88	13 = 70	21 = 54
5 = 6	5 = 6	5 = 86	14 = 68	
6+ 5	6 = 5	6 = 84	15 = 66	
	7 = 4	7 = 82	16 = 64	
	8 = 3	8 = 80	17 = 62	
	9 = 2	9 = 78	18 = 60	
	10 = 1			

7.6 All cars not starting the 'A' main will receive **50** show up points.

7.7 To be eligible for show up points, said car must be able and attempt to compete or no points will be allowed.

8. Point Fund

8.1 To receive a trophy and/or a point fund check, 3 criteria's must be met:

8.2 Car owner(s) competing under the same number must compete in a minimum 80% of the point's races.

8.3 Car owner must be in good standing with Skagit Speedway.

8.4 Car owner and/or driver must attend the banquet.

SKAGIT SPEEDWAY SAFETY RULES SUPERCEDE ANY OTHER SAFETY RULES

HORNETS

SKAGIT SPEEDWAY SAFETY RULES SUPERCEDE ANY OTHER SAFETY RULES

1. Car Specifications

- 1.1 All cars and trucks will remain stock** except where noted. **If you are unsure, ask before you alter anything!**
- 1.2 Any 4-cylinder car with a maximum wheelbase of 106". Trucks maximum wheelbase is 110".**
- 1.3 All running gear and motors to be stock** for said make and model.
- 1.4 Dash optional, no sharp edges.** All other interior and flammable insulation must be removed. **Sharp or pointed areas that drivers' legs can contact must be padded.**
- 1.5 No bracing** except in driver's compartment (see Roll Cage).
- 1.6 Windshields, horn, stereo, and cigarette lighter optional.** All other glass and lenses must be removed. **Windshield screens must be painted flat black. No Mirrors.**
- 1.7 Paint scheme of any color and/or design.** No offensive or inappropriate graphics. Numbers on doors and roof must be legible and 20" tall. **Vehicles must have neat appearance.**
- 1.8 Stock gas tank in front of rear axle or securely fastened and covered fuel cell/boat tank (max. 6.6 gal).** Sealed metal firewall between driver and fuel tank.
- 1.9 Maximum 8" wide stock production DOT highway tread tires. No grooving or altering. Stagger is legal.**
- 1.10 Bead locks or aftermarket steel wheels recommended for the right-side front and rear.**
- 1.11 Doors and tailgates must be welded shut.** Trim and handles removed.
- 1.12 Maximum 1/2" thick reinforcement on the outside of the door skin on the right side.** Left side, 2" maximum past the door skin. Edges and corners must be smooth and radiused.
- 1.13 All cars must weigh 2,200 lbs. with the driver at the end of the race. Added weight must be securely fastened to the floorboard in the area of the front passenger seat only. IF WEIGHT IS ADDED... IT MUST BE WHITE AND HAVE CAR # ON IT. IF YOU LOSE THE WEIGHT AT ANY TIME ON THE TRACK, YOU WILL BE DISQUALIFIED AND SCORED LAST.**
- 1.14 No adjustable struts or shocks.**

2. Engines

- 2.1 Stock production naturally aspirated, and piston driven.**
- 2.2 Variable valve timing engines, Vtec and Ztec, allowed**
- 2.2 Factory stock engine assemblies. No mixing of parts.**
- 2.3 Maximum factory horsepower rating of 165 HP.**
- 2.4 Standard highway pump gas only. NO ADDITIVES**
- 2.5 No anti-freeze.**
- 2.6 Stock exhaust. Mufflers Required max. 90db @ 100'**
- 2.7 Catalytic converters must be removed**

3. Safety (Minimum requirements)

IT IS THE CAR OWNERS' RESPONSIBILITY TO ENSURE HIS/HER CAR IS SAFE AND PROPERLY MAINTAINED FOR RACING. PLEASE SEE ENTIRE SAFETY LIST AT THE FRONT OF THIS BOOK.

- 3.1 Driver's window net with quick release.**
- 3.2 High-back aluminum double wrap around seat.**
- 3.3 Driver's area roll bars must be padded.**
- 3.4 Master kill/fuel pump switch required on left side of dash within easy reach of driver and must be clearly marked 'OFF' and 'ON'.**

4 Roll Cage (Minimum requirements)

4.1 Must be minimum 1 1/4" sch 40 pipe or 1 1/2" .095 tubing.

4.2 Six-point design, securely **Welded** to the floor/frame.

4.3 All **cage** weld junctions **must** have a 1 1/2" x 1/8" gussets.

4.4 Driver's door to be hollowed. Minimum three horizontal bars, contoured 12" apart. Two vertical bars centered 12" apart between all horizontal doors bars. 1/8" steel plate is **mandatory** covering the entire outside area of driver's door bars.

4.5 Passenger door will have a minimum of two straight - horizontal and vertical bars similar to driver's door.

4.6 Horizontal bars to connect front and rear roll bar posts from side to side. Centered behind seat and above or below dash connecting upright posts from side to side.

4.7 Side diagonal bar from top roll bar above driver's seat to lower post at the rear base of the passenger door.

4.8 Horizontal bars centered, connecting front roll cage hoop (above dash) to rear roll cage hoop (behind driver's seat).

4.9 Front to rear diagonal bars from above seat areas to rear fender well area.

4.10 Seat should be securely mounted to the roll cage.

4.11 NO excessive lightening of the car. NO REMOVAL OF THE SHEET METAL TOP, SIDES, FLOORBOARDS OR TUB COMPARTMENTS BETWEEN THE BUMPERS ALLOWED.

4.12 Reasonable bracing outside the driver's compartment for safety and frame rigidity allowed.

4.13 Front bumper may be reinforced with a single bar maximum size 1 1/2" x .095. Must be concealed behind the stock front bumper. A single brace from the end of the bumper tube to the frame is allowed.

4.14 Must have minimum of THREE windshield bars mounted securely to the roll cage in front of driver.

5 Format

5.1 All cars will register their car number. First come first served. Last year's numbers will be held through playday, unless released by previous owner.

5.2 Each car will draw for their starting spot for the heat. **The finish of heat 1 will line straight up on the inside row of the main event and the finish of heat 2 will line straight up on the outside row of the main event. The inversion for the first 4 rows will be determined by the dice roll.** Heats are 7 laps and mains are 17 laps. All races will be allowed up to one minute per lap to complete event.

5.3 Any car(s) that intentionally stop to create a yellow flag condition will be sent to the pits.

5.4 Main events will be double file restarts with the leader out front; If a car Jumps the start, the car will be penalized 2 spots at the next stoppage or the end of the race.

5.5 Main event winner will start at the back of the next main event.

5.6 All drivers ARE REQUIRED TO HAVE Raceceivers.

5.7 All cars ARE REQUIRED TO use an AMB transponder TO BE SCORED.

6 Points & PAYOUT

- **POINTS ARE AWARDED TO DRIVER / NOT CAR #**
- **PAYOUT IS PAID TO REGISTERED CAR OWNER**
- **POINTS ARE AWARDED FOR MAIN EVENT ONLY**

1 = 100	6 = 84	11 = 78	16 = 64	21 = 54
2 = 95	7 = 82	12 = 72	17 = 62	22+=52
3 = 90	8 = 80	13 = 70	18 = 60	
4 = 88	9 = 78	14 = 68	19 = 58	
5 = 86	10 = 76	15 = 66	20 = 56	

7.1 Cars not competing in the main event will receive 50 show up points.

7.2 To be eligible for show up points, said car must be able and attempt to compete or no points will be allowed.

7.3 To be eligible for point trophies and merchandise:

7.3.1 Car owner must be in good standing.

7.3.2 Car owner and/or driver must attend the banquet