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2026 MODIFIED PROCEDURAL RULES

*PLEASE NOTE THAT ANY UPDATES TO THESE RULES WILL BE POSTED ON
SKAGITSPEEDWAY.COM*

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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 EXPRESSED 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. Minor drivers and their parents or legal guardians are responsible to read and understand the rules and regulations set forth in this rule book.

The race director/pit boss are the authorities in the pits.
The race director/tower will be the authorities for on-track decisions.

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 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 officials. Their decision is final. Skagit Speedway reserves the right to check any cars for rule compliance at any time. They further reserve the right to disqualify any driver and race car from competition. It is the responsibility of the driver, crew, and owner to disassemble any part of their race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fines and or suspension.

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 participant wishing to participate in racing activities. Any participant 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, crewmember, participants, officials, or spectators. All rules enforced by officials 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 and/or technical officials. their decisions are final.

Racing is a very dangerous sport. If there is any part of the race program that causes you concern for your personal safety or for any member of your team, you should bring those concerns to the attention of the race director or management of skagit speedway. If after doing so those concerns are not met, you should consider withdrawing from competition until a review can be made.

General Information

The owner/driver of each car represents to Skagit Speedway that his/her car has satisfied all applicable rules, including but not limited to safety rules, whenever such driver participates 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 an official, in a civil manner to address the situation.

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.

Any complaints, disputes, questions, or problems must be directed by the driver or registered car owner, to the race director through the pit boss.

Children must be supervised at all times. No running or playing outside of your designated pit space.

Race cars, race car haulers, wreckers, push trucks and any other equipment located in the pit area are NOT covered by insurance.

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***FOR IMCA MODIFIED CAR CONSTRUCTION RULES VISIT – WWW.IMCA.com**

***FOR IMCA MODIFIED RACE FORMAT VISIT – WWW.IMCA.com**

1.0 Skagit Speedway IMCA Modified Race Procedures

A. Check in/Pill Draw

1. Check-in and pill draw will be done in a designated area. At the time of check-in, the driver needs to present his/her transponder or transponder number and pill draw, as necessary. If there are any unpaid fines or penalties outstanding, the driver will not be approved to check-in until all requirements have been met. If a situation arises where a driver will not be available for the check-in process a representative may be used to do the check-in and pill draw process.

B. Drivers Meeting

1. All drivers must attend mandatory drivers meetings. The drivers meeting will take place before packing or hot laps. If for any reason the driver cannot attend, a driver's rep is REQUIRED.
 - a. The number of racecars starting each race and the number of laps for each race will be announced at the drivers meeting.
 - b. Any changes in the basic race night program due to car count, track conditions and/or any other circumstances will be announced at the drivers meeting.
 - c. The nightly scaling process will be announced at the drivers meeting.
 - d. There may be special events during the year that do not follow the standard racing format, when such events occur, all teams will be informed of specific program and/or procedural changes for that event. All racing programs are subject to change and any such changes will be explained at the drivers meeting.

C. Starting of Racecars

1. At any time and for any reason when a car is moving under its own power in the pit area the driver must be belted in the car and wear a securely fastened helmet.

D. Starts

1. Initial starts will be double-file at the chalk line, with the cars side-by-side and nose-to-tail in rows of two throughout the field.
2. The pole setter is to set the pace for the field before entering turn 3. The 2 front row cars will start the race by firing together at the chalk line.
3. Once the pace is set before entering turn 3, all cars will maintain that pace nose to tail until the front row fires at the chalk line.
4. If a car starts early, or if a car slows after the pace has been set and creates a false start, it will be at the discretion of officials whether to penalize one, both or none of the front row drivers by moving them back one row.
5. In the event of a false start, the start will be called back by going yellow.
6. False starts can be called by the flagger or the race director.
7. After 3 unsuccessful attempts at the original double file start the race director has the option to start the race in a single file formation.
8. Cars that jump a start that are not on the front row will be penalized at the next red, yellow or checkered, whichever comes first.
9. When a yellow/red is displayed on the first lap, if all the non-failing cars have completed one full lap and have been scored it is considered a completed lap. Only the leader must be scored to complete any further laps including the checkered flag.
10. On the original start, all cars must be side-by-side and nose to tail until the front row fires to start the race.

E. Restarts

1. Restarts will be Delaware formation with the 2nd place car getting lane choice.
2. The 4th place car will always be starting on the inside.
3. The cars lined up double file must remain nose to tail until the leader restarts the race.

4. The lead car may restart the race anywhere in turn 4.
5. Any driver who attempts to pass cars in the same row prior to the restart will be penalized 2 spots at the next red, yellow or checker.
6. Passing may take place on restarts as soon as the leader restarts the race.
7. Restarts with 5 laps or less remaining will be single file.
8. There will be a cone placed on the front stretch.
9. All drivers must pass to the right of the cone.
10. Do not pass other cars before the cone, do not hit the cone.
11. If a driver hits the cone avoiding an accident that causes a yellow or red the driver will restart from his/her previous position.
12. All lapped cars will be placed to the rear on all restarts.

F. Flags

1. Green Flag
 - a. When the flagger displays the green flag, the track is open for racing.
 - b. The green flag signifies the start or restart of any race and/or time trial run.
2. Yellow Flag
 - a. When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period. Slow down in a controlled manor.
 - b. When the yellow flag is displayed and/or caution lights illuminated no passing is permitted
 - c. All cars will align single file.
 - d. Cars out of position will be advised over the drivers one-way radio where to line up.
 - e. Yellow at the Checkered- Any cars taking the checkered flag will be scored in order. Others that come after the yellow is thrown will be scored by the previous lap. Any cars involved will be placed to the back of their lap.
3. Red Flag (Closed)
 - a. When the red flag is displayed all cars on the racing surface must come to a complete stop in a controlled manner.
 - b. During any red flag all drivers, unless involved in the incident, or in the case of an emergency, must remain in their car unless otherwise instructed.

- c. During any red flag, **ONLY EMERGENCY PERSONNEL ARE ALLOWED** at the accident scene.
- d. Cars that blatantly drive past the crash scene will be penalized 2 positions or possibly disqualified.
- e. During a red flag condition drivers must stay off the inner apron to avoid blocking emergency vehicles.
- f. On a “**closed red**,” No crew members or any pit personnel are allowed on the track or outside the k-rails if the work area is in the middle. This rule has a ZERO TOLERANCE policy, and appropriate disciplinary action will be taken.

4. Red Flag (Open)

- a. When the red flag is displayed all cars on the racing surface must come to a complete stop in a controlled manner.
- b. During any red flag all drivers, unless involved in the incident, or in the case of an emergency, must remain in their car unless otherwise instructed.
- c. During any red flag, **ONLY EMERGENCY PERSONNEL ARE ALLOWED** at the accident scene.
- d. Cars that blatantly drive past the crash scene will be penalized 2 positions or possibly disqualified.
- e. During a red flag condition drivers must stay off the inner apron to avoid blocking emergency vehicles.
- f. On an “**open red**,” once all cars have stopped the race director will determine when the track is open, when the track is opened 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.
- g. If fuel is added, the crew must use an anti-slosh funnel.
- h. With 2 minutes remaining in the open red a horn will sound.
- i. With 1 minute remaining a second horn will sound.
- j. When time expires a 3rd horn will sound and if any crew members remain at the car it will go to the rear of field.

5. White Flag

- a. If the white flag is displayed and the leader of the race crosses the scoring loop, it signifies that the leader of the race and/or the car that is qualifying has 1 lap remaining.
- b. Should a yellow or red be displayed after the white flag has been displayed but before the leader takes the checkered the restart will consist of two laps - green, white, and then checkered.

6. Checkered Flag

- a. A checkered flag will indicate the end of a race.
- b. If the leader receives the checkered flag and the race is stopped (yellow or red) 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. (Split Scoring).

7. Black Flag

- a. A furled black flag will be a warning against on-track violations.
- b. When a black flag is displayed for the detrimental actions of a driver, the driver that the flag is being displayed toward must bring their car to the pits and both the driver and car are subject to race disqualification.
- c. When a black flag is displayed for mechanical reasons (mechanical, tire, wing, etc.), the driver that the flag is being displayed toward must bring their car to the designated work area immediately for consultation. The car will not be scored from the point that the black flag has been displayed. If after the car is inspected and approved to return to competition, the car may only return to the track during a caution and/or red flag period.

8. Official Signals

- a. All drivers must obey signals, communications, and any other official's communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the race.
- b. Failing to follow officials direction can lead to penalties that may include disqualifications, fines, or suspension.

G. Stopping on the Track

1. Any car that receives 2 charged stoppages in a heat race or main event (yellow or red) will be black flagged for the remainder of that race but will receive starting points if earned and/or any position gained at the finish of that race.

H. Work Area

1. The designated work area is always open during racing; however, "guaranteed time" is only granted in the A-main event.
2. "Guaranteed time" will be 2 minutes from the time the last car reaches the designated work area.
3. There will be no "guaranteed time" for cars 1 or more laps down.
4. There will be no "guaranteed time" granted in the last 1/2 of a race. (Halfway of 30 is 15 laps completed etc.)
5. There is no "guaranteed time" before the initial green flag.

6. “Guaranteed time” is for cars involved in the incident that brought out the yellow or red flag.
7. For cars not involved in the stoppage, 1 minute of “guaranteed time” will be given for flat tires only. This will only be available for lead lap cars in the A-main event.
8. If a car passes the designated work area and returns to the pit area the car cannot return to that race.

I. Split Scoring

1. When a yellow/red is displayed, if all the non-failing cars have completed one full lap and have been scored it is considered a completed lap. Only the leader must be scored to complete any further laps including the checkered flag.
2. Split scoring will be used in all races. Cars crossing the start finish line before the yellow/red comes out will be scored on that lap. All cars not having crossed the line will revert to the previous lap.
3. A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line, except for the cars involved in the incident. (No split yellows after a yellow, or split yellows immediately after a red)

J. General

1. Competitors may stop on the track during any yellow flag situation to alert an official of an unsafe condition including but not limited to drivers radio not working, debris on track, drivers safety equipment malfunction, etc. and be placed back into their current running position.
2. Any car that does not race on the designated racing surface to better its position may be black flagged and/or penalized at the discretion of the race director.
3. The maximum number of race laps will be stated by the race director during the drivers meeting but may change due to extenuating circumstances.
4. Cars will not be permitted to return to the track after the lights out signal has been given or during any green flag conditions. An offending car will be automatically disqualified.
5. A caution will be thrown for any car that does a 360 spin whether they come to a complete stop or whether they continue under power. The driver will restart the race behind all cars running on the same lap.
6. Any car that is involved in 2 single car spins that are unaided and draws a yellow flag will be disqualified from the race.

7. At the discretion of the race director any car that intentionally brings out a caution period will be disqualified from the race.
8. Any car that cannot maintain a minimum race speed may be asked to leave the racing surface at the discretion of the race director.
9. A race will be considered complete once the leader receives the checkered flag.
10. Any cars that stop on the race surface or leaves the track during a caution period will be required to restart behind the cars on the same lap.
11. Any car that spins out as the field is stopping for a red flag will retain their running position.
12. A spin or stoppage during a yellow flag slowdown period is considered as being involved and will result in that car or cars restarting behind the cars on the same lap that stay on the track.
13. Any car that is stopped for consultation during a caution period will retain its position if the race officials deem the car 'clear' and permit it to return directly to competition without adjustment.
14. After stopping, during a red flag condition and with approval from the race director, a car not involved in the incident may be pushed or towed (not driven), to the work area or pit area without penalty.
15. If a pace truck is on the track, no cars are allowed to pass it without permission from the race director. Violators will be penalized 2 spots, sent to the rear of the field, or disqualified, race director discretion.
16. Adding fuel, whether on the track or in the work area, will not be permitted when yellow flag and/or closed red flag conditions exist. Violators are subject to disqualification, suspension or fine.
17. If a race car is inadvertently or purposely hit by a push truck, pace vehicle, or another race car during push-off, or under yellow flag conditions or other non-racing activity and such incident is witnessed by a Skagit Speedway official, then repairs can be made to the contacted vehicle, and that car will maintain its running position. The maximum time allotted for such repairs is 6 minutes. If repairs can be completed within this time, then the car will be aligned where it was running or scheduled to start when such an accident took place. If the car may not complete the race, the car will be scored last on the lap in which that car has completed.
18. For any cautions, after the initial green flag has been displayed and without completing a lap, the line-up will be crisscrossed with involved cars going to the rear.
19. If any car which has been confirmed "scratched" to a Skagit Speedway official by a designated team representative, wishes to re-enter, the car must start on the tail of any race it is qualified for. If any cars scratch or elect to go to tail

prior to a race line-up being posted on the line-up board, remaining cars will be crisscrossed forward in the line-up.

20. A-main will be 25 laps (25 minutes).

21. B-main will be 12 laps (12 minutes).

K. Championship Points

1. Points are awarded equally to the driver and car owner.
2. Payouts are paid to registered car owners.
3. IMCA Points structure will be utilized.

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