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2026 Hornet RULES

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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 participants 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, crewmen, 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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1.0 **Hornet Safety Rules**

Skagit Speedway safety rules supersede any other rules for series or divisions racing at Skagit Speedway. Each competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be acceptable for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment. All cars are subject to safety inspection at any time. If the technical inspector or race director deem a car has not met the track safety rules, that car will not be allowed to compete until all the discrepancies and deficiencies are corrected. It is the responsibility of the driver, car owner and mechanic individually and collectively to have their car free from mechanical defects, and in safe racing condition and properly inspected prior to each event.

A. Modifications to Safety Equipment

1. No modifications to safety equipment are allowed. Safety equipment must be used per the manufacturer's instructions.

B. 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.

C. Required Personal Safety Gear

1. SFI 3.2A/5 (minimum) drivers uniform. Uniform must be free of holes, tears or damage and display the SFI rating patch.
2. SFI 3.3 (minimum) rated driving gloves, gloves must display the SFI 3.3 label.
3. SFI 3.3 (minimum) rated driving shoes, shoes must display the SFI 3.3 label.
4. Snell SA 2015 or newer full-face helmet. (2027 will require 2020 or newer Snell Rating)

D. Recommended Personal Safety Gear

1. SFI 3.3 rated underwear to include socks, bottoms, top and head sock or helmet skirt.
2. SFI 38.1 rated head and neck restraint system.
3. SFI 3.3 rated arm restraint system.

E. Seat Belts

1. Each car will be equipped with a minimum SFI 16.1 rated restraint system.
2. The belts must be replaced by the expiration date as stated on the belts by the manufacturer. (SFI 16.5 is recommended). Maximum 2 years from date of manufacture.
3. The seat belt restraint system shall be installed and used in accordance with the manufacturer's instructions. In any type of manufacturer's installation, the fasteners must be steel grade 8 or equivalent, unless using the type of mount in which the seat belt wraps around the roll cage.
4. Seat belt material should not be permitted to contact any sharp metal edge, including where the belt passes through the seat.
5. In any type of installation, the seat belt must be mounted to the chassis per the manufacturer's instructions.
6. It is the responsibility of the driver, not the track officials, or Skagit Speedway to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained, and safely used.

F. Head Clearance at Roll Cage

1. The roll cage must be 2" above the driver's helmet. Measured from top of roll bar to the top of drivers helmet.

G. Window Nets

1. Window Nets are mandatory, **free from damage and in good condition.**
2. Window net must be ribbon or mesh style and a minimum 16" by 20".
3. Window net must be mounted to roll cage, so latch is at top front of door window opening.

H. Seats

1. High-back aluminum double wrap-around seat or full-containment seat required.
2. All seats must have right side head rest.
3. All seats must be mounted per the manufacturer's installation instructions.

4. Seat must be mounted in 4 places to the roll cage structure with minimum 3/8" steel grade 8 or equivalent bolts, and 1-1/4" washers.

I. Fuel Tanks

1. A factory gas tank may be used as long as it remains mounted in its factory location AND is located ahead of the rear wheels.
2. A racing style fuel cell or boat tank with a 6.6-gallon maximum capacity is required for any car that doesn't meet the conditions above.
3. Fuel cells and tanks must be covered, secured, and located in the trunk area.
4. If a fuel cell or boat tank is mounted above the vehicle floor pan, a rollover check valve, or equivalent must keep fuel from leaking in case of a rollover. Fuel cannot leak if inverted.
5. A metal firewall must be in between the driver and the fuel cell/tank.
6. Fuel pump safety pressure switches are HIGHLY RECOMMENDED on remote mounted electric fuel pumps.
7. All electric fuel pumps are REQUIRED to shut off with the ignition and master kill switches
8. Any means of mounting the cell/tank must meet the approval of the officials.
9. Any fuel lines showing excessive age or in poor condition must be replaced before the car is allowed to compete.
10. All fuel lines must be secure and protected from damage.
11. Electric fuel pumps located outside of the fuel tank must be firewalled from the driver's compartment. High pressure fuel line must also be used.
12. Carbureted and fuel injected cars must have proper fuel injection style hose clamps.

J. Bead Locks

1. Aftermarket steel wheels with beadlocks are approved and recommended for use on the right side.

K. Brakes

1. 4-wheel brakes must always function.

2. Cars without brakes will be removed from the racing surface.

L. Battery

1. Battery must be securely fastened in place.
2. Battery may be moved inside of the driver's compartment.
3. If the battery is moved inside the drivers compartment it must be fully enclosed in a battery box and the box must be securely mounted to **the roll cage**.
4. A battery master disconnect is required and must cut power to the entire electrical system including the ignition and fuel pump.
5. The master kill switch must be mounted in or near the front window opening.

M. Roll Cage

1. A 6-point roll cage must be constructed of Minimum 1-1/2" .095" tubing.
2. Roll cage must be securely welded to the floor or frame.
3. Drivers door is to be hollowed. A minimum of three horizontal bars contoured 12 inches apart with two vertical bars centered 12 inches apart between all horizontal door bars. 1/8-inch steel plate is mandatory covering the entire outside area of the drivers door bars.
4. Passenger door will have a minimum of two straight horizontal and vertical bars similar drivers door.
5. Diagonals from both rear uprights down to the rear are required.
6. All door bar and overhead welds must be gusseted.
7. Seats must be securely mounted to the roll cage per the manufacturer's installation instructions.
8. No excessive lightening of the frame or unibody construction.
9. Reasonable bracing outside the drivers compartment for safety and rigidity allowed. (must be pre-approved)
10. Must have a minimum of three windshield bars mounted securely to the roll cage in front of the driver.



2.0 Hornet Car Construction Rules

A. Hornet Specifications

1. All cars and trucks are required to remain stock except where noted. If unsure ask tech officials to clarify before further building.
2. Any 4- cylinder car or truck with maximum wheelbase of 110 inches are approved for competition.
3. All trucks must be standard cabs, extended cabs or crew cabs are not approved.
4. All running gear including engines must remain stock for make model and year.
5. If weight is added, it must be painted white and have the car number on it.
6. All added weight must be securely mounted. If weight falls off the car/truck will be disqualified.

B. Bodies

1. Interiors of cars must be stripped of all flammable materials. OK to leave factory gauge cluster in.
2. All glass and plastic must be removed from the entire car.
3. No removal of the sheet metal top, sides or floorboards is allowed.
4. Vehicle VIN number must remain intact.
5. All body trim and handles must be removed.
6. Front fenders, hood, deck lid, roof, doors and quarter panels must be factory steel for make model and year.
7. Doors and tailgates must be welded shut.
8. Bumpers ARE mandatory.
9. Aftermarket plastic front bumper covers are approved.
10. Front bumper cover may be reinforced with a single bar maximum size 1½" x .095". Must be concealed behind the front bumper cover. A single brace from the end of the bumper tube to the frame is allowed.
11. Any Color and paint scheme is allowed as long as it is not offensive or have any inappropriate graphics.
12. Numbers on doors and roof must be legible and minimum of 20" tall.

C. Suspension

1. No adjustable struts or shocks.
2. Struts may not be modified in any way.
3. Springs can be cut and/or changed.
4. Spring spacers may be used but cannot be welded in place.
5. Control arm may be reinforced.
6. Aftermarket adjustable or non-adjustable suspension components are not approved.
7. Suspension mounting points cannot be altered.
8. Excessive race damage must be repaired (race director discretion).

D. Tires and Wheels

1. The tires must be D.O.T production street tires only.
2. Snow Tires or LT Tires are not approved.
3. Staggering of the tire sizes is approved.
4. Grooving or altering the tread pattern is not approved.
5. Wheels may be a maximum of 8" wide.
6. Aftermarket Steel wheels with beadlocks are approved and recommended for use on the right side.

E. Car Weight

1. Cars must weigh a minimum of 2200 pounds with the driver.
2. Additional bolt-on weight will be permitted but must be mounted and fastened to the frame and/or chassis in a secure manner. All bolt-on weights must be white and have your car number clearly marked on it.
3. If weight falls off your car for any reason you will be disqualified and scored last in said race.
4. Cars may be weighed before or after qualifying, after heat races and after Feature races. This will be announced at the drivers meeting and/or via the drivers one-way radio.
5. The track scales will be considered the official scales for the event. Scales will be available in advance for any team to verify its car weight as determined by the official scales for that event.
6. The number of cars to be scaled nightly will be announced at the drivers meeting and/or instructed via the drivers one-way radio.
7. 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 official weight.
8. If, at the scales, the car/driver fails to meet the minimum weight or fails to report to the scales as directed at the Pit Meeting the following penalties will apply:
 - a. Qualifying- driver forfeits qualifying time and must start from the rear of the heat race. (no qualifying points).
 - b. Heat Race- driver forfeits finishing position and places behind all other drivers in the same Heat Race. (no heat race points).
 - c. Main Event- driver will forfeit/points/money for that race.

F. Mufflers

1. All cars are required to always have functional mufflers intact.
2. All exhaust joints must be securely bolted or welded. Any car losing any portion of the exhaust system will be removed from the racing surface.
3. Max 95 dba @ 100'.
4. The mufflers must always remain attached while in competition.
5. All muffler and exhaust components must remain intact and operating. If the muffler becomes disconnected from the system and/or fails to operate it will result in disqualification from that race.

3.0 Hornet Engine Rules

A. Technical Inspections

1. Skagit Speedway technical inspectors have the right to check any car for rule compliance at any time.
2. Skagit Speedway race director has the right to disqualify any driver and race car from competition.
3. 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, points and may be subject to fines and or suspension.
4. Illegal engines will result in a fine of up to \$1,000.00, loss of all points to date and owner suspension.

B. Specifications

1. Stock production naturally aspirated, and piston driven engines only.
2. Variable valve timing engines, Vtec, and Ztec allowed.
3. Factory stock engine assemblies. Engine must be for make, model and year. no mixing parts.
4. Maximum factory horsepower of 165 HP.
5. Standard highway pump gas only. No additives.
6. Intake manifolds must remain stock and unaltered.

7. Aftermarket cold air intakes are allowed.
8. Aftermarket headers are approved.
9. Standard highway pump gas only, no additives.

4.0 Hornet 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. Any driver that is not checked in prior to the closing of check-in will be placed at the rear of his/her heat race. 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 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 drivers 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.
 - a. 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.
 - b. The nightly scaling process will be announced at the drivers meeting.
 - c. 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. Group Qualifying

1. Drivers will be posted into qualifying groups based on their pill draw.
2. Drivers must group qualify in their posted group.

3. Group qualifying will consist of 3 complete laps for each group.
4. The drivers fastest lap will be their official time.
5. In the event of two or more cars posting the same time in group qualifying, the tie breaker will be each driver's next fastest lap.

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 car's 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. All drivers must pass to the right of the cone.
9. Do not pass other cars before the cone, do not hit the cone.
10. If a driver hits the cone avoiding an accident that causes a yellow or red the driver will restart from his previous position.
11. 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 manner.
- 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 two 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 crews 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, if any crew members remain at the car it will go to 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 started the last lap of that race.
- 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 communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the race.
- b. Failing to follow official direction can lead to penalties that may include disqualifications, fines, or suspension.

G. Format

- 1. The race director reserves the right to alter the race format when deemed necessary.
- 2. The race director will establish the race procedures: starting positions, length, frequency and administration of all races 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 considered an official race.

3. At check-in, drivers will pill draw to establish a qualifying group.
4. Qualifying is by group.
5. All cars will be divided into 2 fully inverted 6 lap heat races.
6. Heat race finishes will line up the feature.
7. The winner of heat one on the pole of the main. Winner of heat 2 outside front row.
8. At the pit meeting the previous weeks winner will draw a pill 0,4,6, F (full invert) to determine the A-main line up. The inversion will not be announced until after the heat races are complete.
9. A-main will be 20 laps. (20 minutes)

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 25 is 13 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 enter 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 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.
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 race with a yellow or red flag displayed on the final lap but before the leader takes the checkered will result in the race ending in a green-white-checkered finish.

11. Any cars that stop on the race surface or leave the track during a caution period will be required to restart behind the cars on the same lap.
12. Any car that spins out as the field is stopping for a red flag will retain their running position.
13. A spin or stoppage that requires a car to be restarted 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.
14. 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.
15. After stopping, during a red flag condition and with approval from the race director, a car not involved in the incident that created the stoppage may be pushed or towed (not driven), to the work area or pit area as long as it can be done without interfering with the accident scene.
16. 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.
17. 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.
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.

K. Championship Points

1. Points are awarded equally to the driver and car owner.
2. Payments are paid to registered car owners.
3. Points are awarded for qualifying, heat and main.
4. To receive points for qualifying, heat race or feature race the driver must take the initial green flag.
5. Cars not competing in the Main event will receive 50 show-up points.
6. To be eligible for show up points, said car must attempt to compete or no points will be awarded.

7. To be eligible for points, driver and car owner must both be in good standing.

<u>Qualifying</u>	<u>Heat Race</u>	<u>Main Event</u>		<u>Non-Transfer</u>	
1 = 15	1 = 10	1 = 100	10 = 76	19 = 60.	55
2 = 11	2 = 9	2 = 95	11 = 74	20 = 60	
3 = 8	3 = 8	3 = 90	12 = 72		
4 = 7	4 = 7	4 = 88	13 = 70		
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				

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