

WWW.SKAGITSPEEDWAY.COM



2026 MIDGET RULES

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

SKAGIT SPEEDWAY
4796 OLD HIGHWAY 99 N., BURLINGTON WA 98233
PO BOX 1348 – BURLINGTON, WA 98233
360-724-3567 www.SKAGITSPEEDWAY.COM

1/28/2026

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, crewmembers, 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.

Table of Contents

A. Modifications to Safety Equipment	1
B. Starting of Racecars.....	1
C. Required Personal Safety Gear.....	1
D. Recommended Personal Safety Gear	1
E. Seat Belts.....	2
F. Head Clearance at Roll Cage	2
G. Seats.....	2
H. Rock Screens	3
I. Driveline/Torque Tube	3
J. Throttle Return Springs.....	3
K. Fuel Lines.....	4
L. Fuel Cells/Bladders.....	4
M. Bead Locks	4
N. Brakes.....	4
O. Hollow Fasteners/Heim Joints	5
P. Drag Link.....	5
A. Chassis	5
B. Chassis Slip Joints	6
C. Car Bodies.....	6
D. Nerfs.....	7
E. Tread Width	8
F. Engine Mounting	8
G. Car Weight.....	8
H. Steering and Suspension.....	9
I. Shock Absorbers	9
J. Wheels/Wheel Covers	10
K. Bleeders	10
L. Tires.....	10

A. Technical Inspections	11
B. Specifications	12
C. Fuel	13
A. Check-in/Pill Draw	14
B. Drivers Meeting	14
C. Group Qualifying	14
D. Starts	15
E. Restarts	15
F. Flags	16
G. Format	18
H. Work Area	19
I. Split Scoring	19
J. General	20
K. Championship Points	21

1.0 Midget Safety Rules

Skagit Speedway safety rules supersede any other rules for series 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 and seat belts.

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 the 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 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. **Seat belts to seat installation are NOT approved.**
7. 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 drivers helmet. Measured from the top of roll bar to the top of drivers helmet.

G. Seats

1. Approved aluminum or composite seats are approved. No fiberglass. Full containment seats are highly recommended.
2. Roll cage nets will be required if full containment seats are not utilized.
3. If required, cars will be fitted with roll cage nets on both the left and right sides of the roll cage for all events. All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release opening mechanism. The life of roll cage nets shall not exceed 2 years. Caution should be used when positioning head restraining nets to be certain that the

drivers head cannot get under the net in case of an accident. The bottom of the roll cage net should be as close to the top of the shoulder as possible.

4. Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, and energy impact foam. It must be installed in accordance with the seat manufacturer instructions. Combining components may not meet SFI 39.2 certification.
5. All seats must be mounted per the manufacturer's installation instructions.
6. Approved carbon fiber seats must have a current and valid SFI 39.2 certification.
7. Seat must be mounted in 4 places to the chassis with minimum 3/8" steel grade 8 bolts or equivalent, and 1-1/4" washers.

H. Rock Screens

1. Rock screens, mounted to the front of the roll cage to protect the driver are required.

I. Driveline/Torque Tube

1. All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positively to magnet testing.
2. All drivelines must be enclosed and have no more than 1 u-joint and that u-joint must be at the front of the driveline.
3. Only torque tube type drivelines, utilizing only one u-joint, will be allowed. The torque tube must be one solid piece, Torque tube hoop or strap mandatory. Highly recommended driveline containment system utilizing steel shield bolted to engine plate or containment blanket to cover torque ball and u joint. Driveline may be constructed of steel, aluminium or titanium.

J. Throttle Return Springs

1. A minimum of 2 throttle return springs must be used to close the injector butterflies. Springs may be located anywhere on the linkage system that will effectively assist in closing the injector butterflies.

K. Fuel Lines

1. Fuel lines must be reinforced pressure hose designed for the purpose.
2. Any fuel lines showing excessive age or in poor condition must be replaced before the car is allowed to compete.
3. The fuel line supplying the engine must have a shut-off valve within reach of the driver and properly identified, on/off.

L. Fuel Cells/Bladders

1. FT3 or SFI 28.1 compliant fuel cells are recommended. All fuel cells must use a bladder.
2. Fuel Cells shall retain the traditional midget car shape; no square back shapes.
3. Fuel cells must be secured to the chassis with a minimum of 4 mounting points.
4. Fuel cells may not be mounted to the chassis utilizing any portion of the access plate or the nut plates bonded into the fuel bladder.
5. Any means of mounting the cell must meet the approval of the officials.
6. The minimum capacity of the fuel cell is 18 gallons.

M. Bead Locks

1. A bead lock device is required on the right rear wheel.
2. Bead lock mounting bolts may be Steel, Stainless Steel or titanium.
3. Bead locks on all other wheels are recommended.

N. Brakes

1. Minimum left front and inboard rear brake system.
2. Front and rear brakes must work at the start of the race.
3. Rear brakes must always work. Additional rear brake OK.

4. Steel or stainless steel, rear inboard rotors only.
5. Steel, stainless steel or aluminum front rotors.
6. Titanium or Carbon fiber rotors are not allowed.
7. No copper or plastic brake lines.
8. Cars without brakes will be removed from the racing surface.
9. Master cylinders not fixed to the frame must have flexible lines.
10. Only 2 piston calipers are approved for use on the front axle.

O. Hollow Fasteners/Heim Joints

1. Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be allowed in any structural or safety component.

P. Drag Link

1. Drag links must be tethered to the frame with nylon webbing of at least 1" width.

2.0 Midget Car Construction Rules

All phases of design and construction are subject to the approval of the technical director. the race director or the technical inspector may exclude any car, design or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules contained herein.

The wheelbase must be at least 66 inches and no more than 76 inches.

A. Chassis

1. Frame and/or chassis must be constructed of 4130 normalized tubing.
2. Cars constructed after 1/1/98, main uprights forming the roll cage must be minimum of 1-3/8 inches O.D. x .095 wall thickness 4130 normalized tubing.
3. Radius rods may not be attached within the confines of the cockpit.

B. Chassis Slip Joints

1. Slip joints are not allowed in any form or location. If a current chassis has a slip joint, it will have to be welded the full circumference of the tube to become solid.

C. Car Bodies

1. Only standard type midget car bodies, tail tanks and hoods will be permitted, no square back type tail tanks.
2. It is suggested that a drawing be submitted to the race director for approval prior to fabrication of any custom or homemade body panels.
3. All body panels factory, custom or homemade must meet the rules or will not be allowed without a grace period.
4. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.
5. The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine.
6. A forward-facing scoop, or ducting, supplying "force air induction" to the injection inlets is not permitted.
7. Side panels covering the sides of the engine and/or vertical spill plates may not extend vertically past downtube. Any wicker or turn out may not extend past the frame rail vertical of down tubes or cage, rearward of back of cage or below the bottom frame rails.
8. Right side cockpit body panels may be maximum of 36" high as measured from the bottom frame tube at rear motor plate and projected rearward 23". Right side cockpit opening must have a minimum opening of 8" vertical and 23" horizontal.
9. Left side cockpit panels may be a maximum of 36" high as measured from the bottom frame tube at the rear motor plate and projected rearward 23". Left side cockpit opening must have a minimum opening of eight 8" vertical and 23" horizontal.
10. Side visors on roll cage (body panel) will be allowed, they will be limited to 8" tall. Visors or panels that restrict drivers vision at the discretion of the technical director and will not be permitted.
11. Sail panel may extend rearward to triangular bar at back of roll cage.
12. All panelling must not extend past edge of frame rails more than thickness of material.

13. One 1" turnout allowed on all body and sail panel edges. (except sun visor and nerf bar panel).
14. Side visors on roll cage will be allowed, must maintain 8" vertical and 23" horizontal opening on right side. The left side visor can be no larger than right.
15. Only steel or aluminum driver floor pan are permitted (no carbon fiber). The floor pan may not extend rearward past the leading edge of the rear axle and must be flat from side to side without any aerodynamic aids. Horizontal panels may not extend below the plane of the underpan or fuel tank.
16. Sun visors are limited to 7" in length from top to bottom and may not be wider than the width of the cage. For fan recognition, all teams are encouraged to place the drivers name on their visors in large letters.
17. Air foils, wings, spoilers or other aerodynamic appendages will not be permitted. The technical inspector may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.
18. Except for suspension components, induction and/or exhaust systems and nerf bars, no accessory or component of the car may extend more than 6 inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame, behind the engine must be mounted as close to the frame as practical.
19. Rear view mirrors are not permitted.
20. Carbon fiber body panels are allowed.

D. Nerfs

1. Front, rear, and minimum 3-point side nerfs are required at the start of any race.
2. A rear nerf protecting the fuel tank must be in place at all times. Cars that receive damage to the rear nerf may be removed from the racing surface at the discretion of Race Officials.
3. For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.
4. All nerfs must be attached with nut and bolt fasteners. No pop rivets or screws.
5. All nerfs and bumpers must be steel or stainless steel. Minimum 7/8" O.D. and minimum .065" wall thickness.
6. No air deflectors on nerfs or bumpers.

E. Tread Width

1. The overall width will be a maximum of 66", measured outside sidewall to outside sidewall

F. Engine Mounting

1. Engine must be mounted on the centerline of the chassis, and the crankshaft must be parallel to the bottom plane of the chassis. Engine inclination must be thirty degrees from vertical as measured from the vertical centerline of the cylinder bores.
2. Motor plate must be bolted to the forward side of the front roll cage uprights.

G. Car Weight

1. Cars must weigh a minimum of 1140 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 additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles and mounted no higher than the upper rails. All bolt-on weights must be white and have your car number clearly marked on it.
3. No weight may be added during yellow or red flag.
4. No ballast/weight in front axle.
5. If weight falls off for any reason you will be disqualified and scored last in said race.
6. Cars may be weighed before or after qualifying, after heat races and after feature races. This procedure will be explained at the drivers meeting. and/or instructed via the drivers one-way radio.
7. 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.
8. The number of cars to be scaled nightly will be announced at the drivers meeting and/or instructed via the drivers one-way radio.
9. 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.
10. 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 event.

H. Steering and Suspension

1. All cars are to be left hand steering.
2. Quick release steering wheel mandatory.
3. Welded aluminium or titanium suspension parts are not approved except for the Jacobs ladder. (watts link)
4. No electronic weight, shock, sway bar or any suspension item adjuster.
5. No electric power steering or power assist units of any kind will be allowed. Power steering pump must be standard belt drive.
6. Rack and pinion steering is not approved.
7. External adjustments only on all suspension, coil over, torsion bar, shocks, radius rods, weight jacking, no cockpit adjustable devices for any suspension item.
8. Use of carbon fiber suspension or steering components of any kind is prohibited.
9. Sway bars are not allowed front or rear.
10. All front axles must be constructed of sae 4130 steel or a steel alloy equivalent to structural strength with a maximum width of 45" measured between king pins at centerline of axle. titanium front or rear axles are not permitted.
11. 7" rear ends will not be allowed.

I. Shock Absorbers

1. Double adjustable shock allowed on right rear corner only. Single adjustable or non-adjustable allowed on the other 3 corners.
2. External reservoirs are allowed.
3. Shock absorbers may not be cockpit adjustable.

J. Wheels/Wheel Covers

1. The number of allowable wheels is restricted to 2 front wheels and 2 rear wheels on each car.
2. The rim diameter must be 13 inches.
3. The rim width is limited to eight 8" for both front wheels.
4. The rear wheels, right or left may be a maximum of 10" in rim width.
5. Plastic and/or carbon fiber wheels will not be permitted.
6. Right rear tire outer bead locking device is required. **If wheel/mud covers are used, they must be secured in place by a minimum of 3 5/16 flanged head bolts.**
7. **No left side mud covers allowed.**

K. Bleeders

1. The use of any device/s to alter the tire air pressure while the car is in motion is prohibited.

L. Tires

1. The altering of any tire compound by any means is not permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering, and/or covering) of tire sidewall markings in any manner will not be permitted.
2. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "chain of custody" process will be outlined with the competitor upon inspection of the tire.
3. The analysis process will require shipment of the tire to the selected laboratory.
4. If any team is found to have chemically altered their tires the following penalties will apply.
 - a. Car Owner will be fined an amount equal to purse money won plus \$2000.00.

- b. Car owner will be awarded 0 championship owner points for the night of the infraction.
- c. The driver will be awarded 0 championship driver points for the night of the infraction.
- d. 2-race car owner suspension.
- e. 2-race driver suspension.

Approved Tire List

Right Rear-

American Racer 26.0/12-13GT SD48

Left Rear-

American Racer 24.5/10-13GTW SD38

American Racer 25.0/10-13GTW SD38

American Racer 25.5/10-13GTW SD38

Fronts

Any brand or compound treaded tire with a maximum 8" manufacturer marking on sidewall.

(Example: 22.5/8.0-13).

3.0 Midget Engine Rules

A. Technical Inspections

1. Skagit Speedway technical inspectors have the right to check any cars 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 and points and may be subject to fines and or suspension.
4. Illegal engines will result in a fine of up to \$2,000.00 and loss of all points to date.

B. Specifications

The only authorized engine in this series is the unaltered Ford Focus engine package as developed by SCREAM for Ford and USAC. Any tampering with the seals will be cause for disqualification and strict disciplinary action. Any damaged seals must be reported immediately for recertification and replacement. All engine repairs and certifications are to be performed by series technical director or his authorized agent. Any engine purchased from outside our region must be certified prior to use. Any engine not certified will be considered not approved.

1. The following parts were supplied with the Ford Focus engine package and may not be modified or substituted.
 - a. Flywheel
 - b. Clutch assembly
 - c. Hilborn throttle bodies (electronically controlled fuel injection systems are not permitted.)
 - d. Oiling system (remote oil filter and accumulator optional)

2. The following parts were supplied with the Ford Focus engine and may be substituted.
 - a. Bellhousing- Jones JRP-FM-1001-BH may be substituted for the original cast version
 - b. Air Cleaner- Ford Focus K&N Part# AP-3051 may be substituted for the Ford Focus Walker Performance Filter #3000729 (replacement filter only) #3000639 (w/stacks) this filter must be used with the stacks supplied and unaltered.
 - c. Fuel pump- (any substitutions must remain belt driven).
 - d. Nozzles, jets and valve bodies may be substituted.
 - e. Oil Pan- Jones JRP-OP-0001-FF may be substituted for the original cast pan. The original windage tray may **NOT** be substituted.
 - f. The original B&B Performance Exhaust may be substituted with the following.
 - a. OPC Ford Focus Midget complete exhaust #OPC-0201.
 - b. OPC Ford Focus Midget complete exhaust #OPC-0201-SS.
 - g. Turn outs after the muffler to direct noise away from the driver are approved but may not extend any further than 8" past the muffler.

3. The only ignition controllers and coils allowed are the following:
 - a. Electromotive HPX – Ignition (purple)
 - b. Electromotive XDI – Ignition (silver)
 - c. Electromotive coils supplied with the above ignitions or any OEM stock replacement coil may be used.

d. Performance Electronics 91000309-03 Ignition and 99002021 wiring harness are approved for use. This specific harness must be used with this control box.

- 4 Traction control devices of any type are NOT permitted at any time, during any event.
5. Any team found with a traction control device in any pre and/or post-race inspection will be disqualified from that event and face the following penalties:
 - a. \$10,000 car owner fine
 - b. Loss of all car owner championship points.
 - c. Loss of all driver championship points.
 - d. Car owner and driver suspended for 1 calendar year.
6. From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms, and or tachometers.
7. The use of electronic logic processors to control any function of the race car is strictly prohibited.
8. Electronic ignition system may only be used to control; coil, spark curve (timing) and RPM limits.

C. Fuel

1. Methanol only.
2. No oxygenated additives of any kind allowed.
3. Fuel samples may be taken from time-to-time for inspection and analysis.
4. Any competitor that attempts to use illegal fuel will be subject to disqualification, fine, suspension or any other action deemed appropriate.

4.0 Midget 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 or at the tail end of the qualifying order. If placed at the rear of the qualifying order for this purpose the driver will get 1 timed lap. 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. If a representative is used the driver and car must be on-site and ready for wheel packing when called or face the same penalty as posted for not checking in at all.

B. Drivers Meeting

1. All drivers must attend mandatory drivers meeting. 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 event and the number of laps for each event will be announced at the drivers meeting.
 - b. Any changes in the basic event night program due to car count, track conditions and/or any other circumstances 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 drivers 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 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. Delaware restart 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 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 rivers 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 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 2 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 event 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 event.
- b. Failing to follow officials 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 event procedures: starting positions, length, frequency, and administration of all events. 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 order.
4. Qualifying will be done in groups.
5. Heat races will be inverted by 4 from qualifying.
6. Up to 10 cars - 1 heat race (8 laps) all cars transfer to the A-main. The driver must finish in the top 4 to get his time back.
7. 11-20 cars – 2 heat races (8 laps) all cars transfer to the A-main. The driver must finish in the top 4 to get his time back.
8. 21-24 cars – 3 heat races (8 laps) all cars transfer to the A-main. The driver must finish in the top 4 to get his time back.
9. 25-30 cars - 3 heat races (8 laps) the top 6 finishers from each heat race transfer to the A-main. The top 4 finishers get their time back.

10. A-main will line up from qualifying with an inversion draw. 0, 4 or 6.
11. B-main is lined straight up by qualifying time.
12. The B-main will be cancelled if one or multiple cars scratch, and the number of B-main starters will all transfer to the A-main. Such cars will tag the back of the A-Main by their B-main lineup order.
13. A-main will be 25 laps (25 minutes).
14. B-main will be 12 laps (12 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 driver's 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 event 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 a race 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 the 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 event.
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 situation 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 may be pushed or towed (not driven), to the work area or pit area.
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 event 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. Payouts 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 a 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, car owner and driver must both be in good standing.

Qualifying	Heat Race	Main Event			Non-Transfer
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				

Gaylon Stewart
Race Director | Skagit Speedway
Contact: Gaylon@SkagitSpeedway.com
206-595-4293

