

WWW.SKAGITSPEEDWAY.COM



2023

RULEBOOK

SKAGIT SPEEDWAY
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SPRINT CARS
HORNETS
MODIFIEDS (*IMCA RULES & IMCA FORMAT USED*)

PIT GATE OPENS AT 1:00 PM
DRIVERS MEETING WILL BE HELD AT 4:45 PM
PILL DRAW CUT OFF IS 4:30 PM.

DISCLAIMER:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of our compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. **Minor drivers and their parents** are responsible to read and understand the rules and regulations set forth in this rule book.

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

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

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

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

COMPETITOR OBLIGATION

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

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

GENERAL INFORMATION

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

REGISTRATION - To be eligible TO RACE - you must REGISTER your car and driver each season. Registration forms are found on the website www.SkagitSpeedway.com under RULES.

YOU MUST COMPLETE REGISTRATION & W-9 to complete the process.

FAILURE TO COMPLETE FORMS BY JUNE 15TH WILL RESULT IN NO PAYOUT – NO POINTS – UNABLE TO COMPETE.

Everyone who enters the pit area or participates in competition promoted by Skagit Speedway does acknowledge, represent, and warrant that he/she has read, understands, and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of same.

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

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

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

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

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

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

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

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

NO ONE WILL BE PERMITTED TO ENTER THE PIT AREA OR COMPETITION WHILE UNDER THE INFLUENCE

ALCOHOL / MARIJUANA: possession and or consumption of alcoholic beverages and/or marijuana prior to or during an event are strictly prohibited. Persons under the influence of alcoholic beverages and/or marijuana in the restricted areas may be fined up to \$500.00 and denied access to the restricted area. **ILLEGAL DRUGS:** The use, possession, sale or transfer of illegal drugs on Skagit Speedway property is strictly prohibited. Violators will be fined and denied access to the entire Skagit Speedway property. Violators will be reported to the sheriff's office. **PRESCRIPTION DRUGS:** Any participant using over the counter medication or medication prescribed to them by a physician that may restrict or impair their ability to perform a task should not attempt to perform the task.

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

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

Anyone deliberately delaying the race program will be disqualified.

All fines must be paid prior to the individual(s) returning to Skagit Speedway.

Fines may be deducted from team earnings in which the violator is associated with.

AREAS OF SKAGIT SPEEDWAY TO WHICH RULES APPLY

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

GOLF CARTS, ATV'S, AND MOTORBIKES

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

MINIMUM AGE

- All drivers should be at least sixteen (16) years of age. Drivers under age 16 with prior experience may request a variance. Individuals under the age of eighteen (18) must have a signed, notarized consent form from both parents or legal guardian on a form supplied by Skagit Speedway. **Minimum age allowed with experience and an approved variance is 14. MINIMUM AGE OF 16 TO DRIVE A 410 SPRINT CAR.**

MEETINGS

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

UNSPORTSMANLIKE CONDUCT

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

YOU ARE RESPONSIBLE FOR

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

PILL DRAW / REGISTRATION

- Race cars are to be unloaded in the pit area and drivers are to be registered before hot laps, **pill-draw closes at 4:30pm**. Any race team that is not registered with the track **4:30pm** will be placed at the rear of his/her heat race or at the tail end of the qualifying order. If the race car/driver is not in the pits and car into line-up area before it's their turn, the car/driver will not receive their position based on pill-draw / heat line-up.

- Driver Registration and Pill Draws will take place at the WHITE BOARD and will begin when the pit gates open. Pill draw will remain open until **4:30pm**. Any driver who has not registered by that time will be lined up to the rear of a heat race or to the end of the qualifying order.
- If a driver does not come out for their assigned hot lap or group time trial session, they will forfeit their session and will not be allowed to hot lap or time trial with any other group. At the discretion of officials, drivers may be allowed to hot lap in a later session, however if hot laps are being used as group time trials, the driver will NOT be allowed to hot lap nor group time trial in a later group.

DRIVER/CAR CHANGES:

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

FORMAT

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

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

BEFORE YOU ENTER ONTO THE TRACK – KNOW THIS

- Any Driver or Crew that does not take their car to the line-up grid, when requested by the Officials, may be required to start at the back of the line-up for that event. **ALL CARS WILL BE CALLED TO THE TRACK FOR STAGING NO LATER THAN HALF-WAY THROUGH THE RACE PRECEDING THEIRS. CAR & DRIVER ARE EXPECTED TO BE IN THE STAGING LANE, AND READY TO TAKE THE TRACK BY THE END OF THE RACE PRIOR TO THEIR EVENT. THE PA SYSTEM IS A COURTESY AND IT IS THE TEAM'S RESPONSIBILITY TO BE IN STAGING FOR ANY RACE.**
- **All drivers must wear their COMPLETE SAFETY GEAR when engine is running. NO EXCEPTIONS.**
- **COMPLETE SAFETY GEAR IS REQUIRED WHEN – Pushing/Packing/Hot Laps & ANY Racing Event.**
- If a car is dead on the track, when racing is in progress, the Driver must stay in the car with seat belts fastened until the race is stopped, except in case of a fire or rollover. Failure to comply may result in a penalty, disqualification, and/or suspension.
- Any competing car, whose speed has been reduced to the point where it could cause a safety problem, may be removed from the racing surface at the option of the Race Director.
- Pit speed limit is 10 miles per hour.
- Cars returning to the pit area under power must use designated pit entrance.
- In the event a race is cancelled after 50% completion, it will be scored completed.
- All cars receive one push off per event. If a second push off is needed, the car must start at the rear of the lineup. Red flag and safety stops excluded. **All safety stops should be on the front chute at the flag stand or at a track official.**
- Drivers causing two stoppages in a single event will be disqualified for event.

- Drivers are **REQUIRED TO USE & PROVIDE THEIR OWN (RACEceiver)** “one-way radio communication” from race officials. Communication from the **RACE DIRECTOR/TOWER** will aid in the direction of the race, including, but not limited to, safety and resetting the race lineup prior to any restart.
- All cars shall provide their own and be equipped with an **AMB/MY LAPS transponder** (for lap scoring). The fitted transponder box shall be mounted as close as possible to the ground, but not protrude below the frame rail. It is the **responsibility of the competitor to ensure that the transponder is IN QUALITY WORKING CONDITION, FULLY CHARGED and is securely mounted and is in a suitable position.** Transponders may be available for rent from the track. Competitors may be required to leave their driver’s license when they receive their transponder equipment. Should a team’s transponder be lost, damaged, destroyed and/or not returned, the replacement cost of the transponder will be withheld from the team’s purse winnings from that event. It is in everyone’s interest that transponders are suitably and securely attached and are in good working condition. **ALL RACE CARS MUST HAVE THEIR MYLAPS TRANSPONDER MOUNTED ON THEIR CAR WHENEVER THEY ARE ON THE RACETRACK.** Failure to have a transponder on the car during any time trial event will result in the driver not receiving a time and will be placed at the rear of the heat race. Race teams will be instructed as to the mounting location of the transponder based on division. Failure to mount the transponder in the approved location could result in a scoring change in the final rundown.
- Anyone deliberately delaying the race program will be disqualified.

PACKING

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

SAFETY RULES

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

- No modifications of any manufactured safety products allowed.
- All applicable items must be nomex and SFI rated and must be worn any time the engine is running.
- Snell SA 2015 or newer full-face helmet designed for racing required.
- Arm Restraints – **Highly Recommended**
- Full Fire suit - minimum two layers.
 - **PROTECTIVE CLOTHING**
 - All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform.
 - Driver’s gloves must meet or exceed the SFI 3.3/1 specification and have a legible and valid SFI 3.3 label.
 - Drivers must wear shoes that meet the minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.
- Underwear – top, bottom and foot socks. **Highly Recommended**
- Neck collar or Hans style restraint recommended.
- Head Sock or helmet skirt. **Highly Recommended**
- Right side head net, or approved head restraint seat.
- Roll cage must be 2” above drivers Helmet. Measure from top of roll bar to the top of drivers helmet.
- Approved roll bar padding on roll bars within range of drivers head.
- Each car will be equipped with minimum of an **SFI 16.1 or SFI 16.5** approved restraint system, **UNTIL THE DATE OF THE BELT EXPIRATION (TWO YEARS FROM THE DATE OF MANUFACTURE).** **LATCH TYPE 5-POINT SEAT BELTS** mounted per manufacturer. (must have label) Seat belt restraint systems shall be installed and used in accordance with manufacturer’s instructions. In any type of manufacturer’s installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage. A seven- point harness is recommended. b) Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.
- Window Nets are **MANDATORY** for all classes other than OPEN WHEEL. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. **(MANDATORY for MODIFIEDS/HORNETS)**
- When wheel packing, **COMPLETE SAFETY GEAR** is mandatory.
- When pushing off to fire, **COMPLETE SAFETY GEAR** is mandatory.
- **ADDING WEIGHT** – WEIGHTS MUST BE WHITE AND HAVE CAR #. IF WEIGHT FALLS OFF OF YOUR CAR FOR ANY REASON, YOU WILL BE DISQUALIFIED & SCORED LAST IN SAID EVENT.

- **SPRINT CAR - MUST HAVE REAR BUMPER TO START AND RECEIVE A PUSH. NO PUSH WITHOUT REAR BUMBER.**
- **Fire suppression systems ARE MANDATORY for ALL SPRINT CLASSES – effective May, 6 2023.**
- **Axle Tethers ARE MANDATORY for ALL SPRINT CLASSES – effective May, 6 2023.**
- Fire suppression system is highly recommended for all classes.

SEATS

1. Aluminum and/or carbon fiber-type seats will be permitted. All seats must be mounted to the frame as required by the seat and chassis manufacturer.
2. Headrest (behind the head) should include padding.
3. Seat must be mounted in 4 places to the chassis with minimum 3/8" steel grade 8 bolt, minimum of 1 1/2" washer and bolt.
4. Mounting hole in seat must have a 2" diameter mounting plate with a minimum .060".
5. Positively no homemade aluminum, plastic or fiberglass seats will be allowed.
6. A right head net or support is highly suggested - head nets must be equipped with quick release mechanisms.
7. Full containment seats are highly recommended.

In 2024 Full containment seats will be mandatory for all classes.

ENTERING & EXITING THE TRACK

When it is your turn to enter the track. Enter the staging area, wait for the signal given from track officials for your turn to enter onto the track.

When exiting the track. Exit through the turn one gate, continue around the until you reach the stop sign. SPRINT CARS: STOP at the stop sign, wait for your crew or official to push you back to your stall. MODS – HORNETS – MIDGETS: STOP at the sign, shift into low gear, idle back your stall.

STARTS

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

RESTARTS (ANY SPRINT CAR CLASS)

- All restarts will start on the back straightaway – there will be a cone.
- All restarts will be single file. All cars must pass to the outside (right side) of the cone in a single file manner. If a car passes to the left of the cone, hits the cone, or passes another car prior to reaching the cone, they will be penalized two spots.
- The leader should not accelerate until he/she reaches the re-start zone. All cars must pass between the cone on the backstretch and the outside guardrails in single-file, nose-to-tail order. Any driver going to the inside of the cone or making contact with the cone will be penalized two positions at an immediate yellow.

FOR MODIFIEDS/HORNETS – Will restart on the front-stretch, all restarts will be Delaware Double File restarts with the leader in a row by themselves.

FLAGS

GREEN FLAG

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

WHITE FLAG

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

BLACK AND WHITE CHECKERED FLAG

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

YELLOW FLAG

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

RED FLAG

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

- If a car is involved in an accident, **ONLY EMERGENCY PERSONNEL ARE ALLOWED** at the car until the driver has vacated.
- When the “**Clear the Track**” command is given, all personnel must leave the track in a timely manner. Violation of this will result in the car being penalized to the rear of the line up or disqualification.

BLACK FLAG

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

RE-ENTRY

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

PROTESTS

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

ROOKIE

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

WEIGHING AND SCALES

- All cars will weigh as directed by announcement, radio message or posted at the designated Scales, per the weight rule, and track layout. Sprint Cars will weigh before qualifying, if the car is light it can be fixed and will receive one lap at the end of qualifying. All cars must weigh-in immediately following their Races as directed. Any detour, redirection, mud puddle meandering, may result in disqualification or penalty.
- Any detour to the scale, may result in loss of finish position or time. Should any car stop on the way to the Scales and be touched by anyone other than a Race Official, the Driver may be disqualified. **Any car not meeting the minimum weight, after the designated event will lose its time, and/or finishing position from that event.**
- The scales used for the event, provided by the series or the track, will be considered the official scales for the event. Scales will be available for any team to verify its car weight as determined by the official scales for that event.
- The number of cars to be scaled nightly will be announced at the drivers meeting, on the pit board and/or instructed via the driver’s one-way radio.
- At the scales, the car must present themselves directly on to the scales. The figure shown is the official weight for that car.
- Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the final attempt will become the entered weight.

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

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

SCORING & POINTS

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

QUALIFYING (SPRINT CARS)

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

HEAT RACE

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

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

CHAMPIONSHIPS/AWARDS

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

SPRINT CARS

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

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

- **May 6th 2023 Fire Suppression Systems are mandatory for 410 / 360 / Sportsman Sprints.**
- **Fire suppression system is highly recommended for all other classes.**
- **May 6th 2023 Axle Tethers are mandatory for 410 / 360 / Sportsman Sprints.**
- **CAR # NEEDS TO BE AT LEAST 16" TALL – IF LETTER IS ADDED THAT NEEDS TO BE AT LEAST 6" TALL.**
- Padded knee guards **HIGHLY RECOMMENDED!**
- **Rock Screens are MANDATORY – EFFECTIVE MAY 6, 2023.**
- All cars must utilize either a drive-line strap or a drive-line hoop restraint constructed of .065 inch steel either welded or bolted to the chassis.
- Sealed firewall between the driver and engine.
- Hood must cover radiator cap and engine.
- Floor pan must be securely fastened and extend to each frame rail and from the motor plate to the seat. Not allowed under the engine or fuel tank.
- Throttle pedal must have toe strap. Not recommended to mount to floor pan.
- A minimum of two throttle return springs must be used to close the throttle.
- Main fuel line must have ¼ turn shut off if fuel pump is mounted in front of motor.
- Fuel lines must be reinforced pressure hose. No plastic lines.
- Approved fuel tanks with bladders only. Flush mount caps and non-spill vents. **Fuel tanks shall retain the traditional sprint car tank shape, no square back shapes.**
- On/off or push/pull ignition switches only. No keys.
- No mirrors or communication devices **except Receiver. Only track official may talk to drivers, violators will be disqualified & fined \$250.**
- **Driveline must be enclosed in driver's compartment.**
- Hollow and/or drilled bolts, fasteners, and/or Heim joints (rod ends) will not be permitted.
- No external coolers.
- No **clip on** wheel weights.
- Wheel wing nuts not to extend past rim.
- All wheels must be approved for racing.
- All hubs must be approved for racing.
- Wheel covers must be securely attached by **minimum 5 Dzus fasteners or 3 5/16 flange head bolts. Approved fastening systems: Keyser Manufacturing, part #100 7-101. Wehrs Manufacturing Part # (WM377A-312 Aluminum 5/16) (WM377S-312 Steel 5/16) Triple X Chassis Part # SC-WH-7810 (for 1" spring) / SC-WH-7820(for 1 3/8" spring) Smith Precision Products Part # MC-516-18**
- **Bead locks REQUIRED on rear wheels.**
- Foot operated hydraulic brakes that work required.
- All cars must have top wing at all times.
- Roll cage must be 2" above drivers Helmet. Measure from top of roll bar to the top of drivers helmet.
- **Drag Link, Tie rod, and LF radius rod must be made of 4130 steel with steel rod ends. Drag Link must be tethered to frame.** Swedging of the tubing for Tie Rod and Drag Link will not be permitted.

1. Chassis Rules All Sprint Classes

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

- A. TOP RAILS 1 1/2" X .095"
- B. BOTTOM RAILS 1 3/8" X .095" OR 1 1/2" X .083"
- C. ROLL CAGE UPRIGHTS 1 3/8" X .083"
- D. ROLL CAGE CROSSMEMBER 1 1/2" X .095"
- E. UPPER RAILS 1 3/8" X .083"
- F. REAR END SAFETY "BUTT" BAR 1" X .083" OR 1 1/4" X .065"
- G. BRACE 1 1/4" X .065"

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

The following torsion bar stop(s) have been approved for competition:

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

AXLE TETHERS WILL BE MANDATORY ON ALL SPRINT CLASSES

Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "kingpin to kingpin" tether that will attach to the axle clamp/band or pass through the loop of wrap style axle tethers. Tether cables should be installed using the manufacturer's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions. "Bolt to bolt" radius rod axle tethers NOT allowed. All axle tether systems must clamp to or wrap around the axle per the manufacturer's instructions.

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

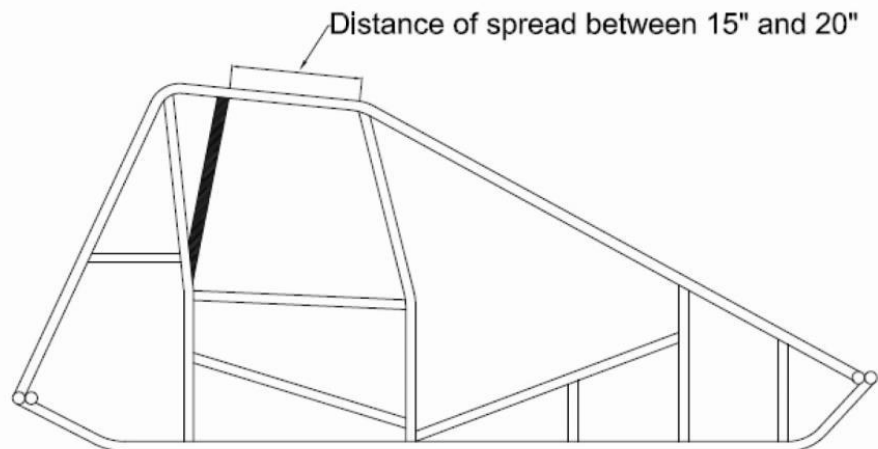
Left and right-side support bars may be one of two forms a "Curved Support Bar" similar to current "safety bar" used in some chassis' or a "Non-Curved Support Bar" similar to the WoO Sprint Car Series Rules.

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

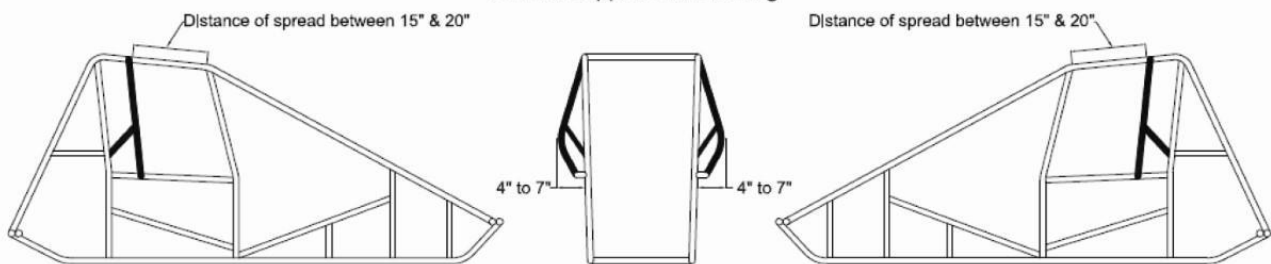
The Non-Curved Support Bar will be attached to the top rail to create a span between 15" and 20" from the front upright. This measurement will be made from the rear point of the front upright to the forward point of the support bar. The bottom of the Support Bar will attach to the rear upright at the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

See drawings below.

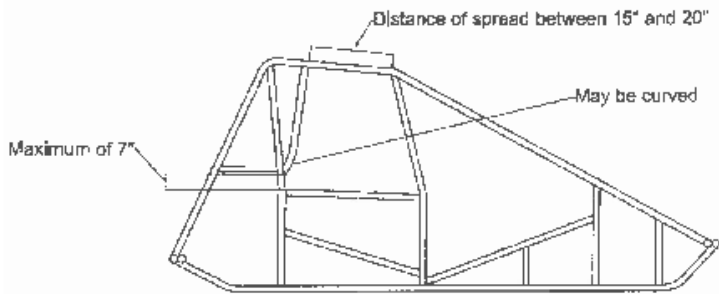
Support Bar



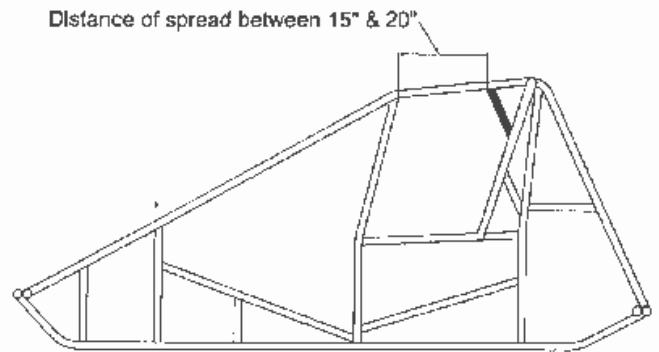
Curved Support Bar Drawing



Support Bar Option



Curved Support Bar Option



1. Slip joints will no longer be allowed in any form. Bolted or clamped slip joints will no longer be allowed. If a current chassis has a slip joint, it will have to be welded the full circumference of the tube to become solid.
2. Front, rear, and side nerfs required at the start of the race. All nerfs and bumpers must be attached with a minimum 3/16" steel fastener. No pop rivets. Wings, bumpers and/or nerf bars must be positively fastened with bolts & nuts, hitch pins and/or roll pins only. For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.
3. Side nerfs not to extend past tires. Must be attached to the chassis at 3 points. Front nerf minimum 12" wide and rear nerf minimum 6" vertical contact area. All nerfs and bumpers must be steel. Minimum 1" O.D. No air deflectors on nerfs or bumpers.
4. Wheelbase minimum of 82". Tread width minimum of 48" center to center.
5. No traction control devices. Violators will be fined and suspended.
6. Coil, power boxes and all electrical components must be on engine side of firewall or in a box non-accessible by the driver.
7. No electrical disconnects in cockpit.
8. Body style and design must look like a standard and normal sprint car. No unusual shaped or added panels to deflect or catch air.
9. No cockpit adjustable Parts except wing slider.
10. Brake rotor material optional for 360-410 classes.

Sportsman Sprint Division

1. **Twin tube, non-gas, non-adjustable shocks only on LF, LR, RF, and RR.**
2. **LR shock only may be adjustable.**
3. Inboard rotors must be steel.
4. **No Titanium rotating parts.**
5. Must have left front and inboard Brake; RR brake optional.
6. Steel or aluminum wheels allowed. **Bead locks REQUIRED ON REAR WHEELS.**
7. Battery ignition or magneto optional. **No MSD (or similar) ignitions allowed. If you're not sure, ask first.**
8. Battery must be securely fastened and covered to prevent spilling.

410 Division

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

2. Wings All Classes - All Sprint classes: FLAT TOP WINGS ONLY effective MAY 1, 2023

1. Top wing surface area not to exceed 25 square feet. Foils or rudders will not be permitted anywhere on the top wing.
2. Top wing side panels maximum vertical height is 30".
3. No dual stage wings.
4. No offset or angled shape to the body or side panel design.
5. Side panels mounted at 90 degrees to the main body.
6. Side panel length not to exceed 12" total past the front or rear of body.
7. Wing T-post should be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Parts made from castings must be HRP Heat treated type.
8. Nose wing top surface shall be a maximum of 6 square feet. 2" Wicker bill allowed on nose wings.

Sportsman Specifications:

9. Top surface to remain flat in all directions. 1" maximum Wicker Bill allowed.
10. Top wing can be adjustable from the cockpit.

360 - 410 Specifications:

11. Top Wing Center Foil - Center Foil maximum size of 25 square feet with a maximum width and length of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center foil top is to be flat from front to back and side to side. Main body thickness not to exceed 9". 2" wicker bill allowed. The center foil top must start being flat within 6" from the center foil's front leading edge.

3. Weight Rule

1. All classes are minimum weights at the conclusion of an event and include the driver. No allowance for parts lost during the event.
2. 360 class 1525 lbs. (see 360 engine section)
3. Sportsman class 1575 lbs.
4. 410 Sprint Cars - weigh a minimum of 1425 pounds with a driver fully prepared to compete in the car throughout an entire event.
5. Cars found underweight will be disqualified and forfeit money and points for said event.
6. Added weight must be between frame rails and axles, securely fastened TO THE FRAME.
7. All cars weighing will have a crew to push car on & off scales.
8. Top three cars from each heat and main must weigh before returning to pit stall. **CARS THAT DO NOT STOP AND WEIGH MAY BE DISQUALIFIED.** If in doubt, STOP at the scales. Only exception is if no weigh ins are announced by the race director.
9. Car will need to be weighed after heat races or first race run. If you do not weigh or are found underweight after heat race, you lose will heat race points.

4. TIRES

Due to tire shortages – the requirement will be Hoosier on all four-corners.
Unless otherwise noted (specific race rule will be noted ahead of time)

5. Fire Suppression Systems – All Sprint classes

ALL SPRINT CLASSES - MANDATORY MAY 6th 2023 410 – 360 - SPORTSMAN SPRINTS

Fire suppression systems meeting the SFI 17.3 specification will be required beginning May 1st, 2023.

1. A fire suppression system that meets the SFI 17.3 specification must be installed and functional in all race cars at all times.
2. The fire suppression system must include a thermal trigger and a manual trigger, both mounted in the driver's compartment. The thermal trigger must be in the lower area of the drivers compartment forward of the seat near the area of the fuel pump. The manual trigger must be mounted within reach of the driver on the forward left-hand side of the cockpit. A minimum of one nozzle must be mounted in the lower area of the cockpit forward of the seat.
3. The DOT approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions. The cylinder must have a minimum capacity of 5 lbs.
4. The system must be fully charged and display a legible and valid SFI 17.3 and manufacture label, easily viewable at any time. Cylinders that are beyond useful certification date must be inspected, serviced, and re-labeled by the manufacturer.
5. If a nozzle is connected to the cylinder with a line, the line must be steel or steel reinforced and must be triggered at the end of the line.

Approved Manufactures

Lifeline Fire & Safety USA, 540-251-2724
Safety Systems Inc. (Firebottle), Ft Myers, FL, 239-995-6300
Spa Technique Inc. Indianapolis, IN 317-271-7941
Safecraft Safety Equipment, Martinez, CA, 800-400-225

6. Engine Rules All Classes

1. Methanol fuels only. No performance enhancing additives. Including but not limited to Nitromethane and propylene oxide.
2. Normally aspirated, piston driven engines only.
3. Injectors must be individual stack per cylinder design with single round butterfly.

360 Sprint Class (Aluminum blocks see Sprint Car Challenge Tour Rules) www.sprintcarchallenge.com/rules

1. Maximum cubic inch 360.
2. No titanium cranks or rods.
3. Steel Blocks allowed.
4. Aluminum heads are permitted. Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception, no rollover. No overhead cam type motors or multi valves per cylinder heads permitted.
5. Aluminum blocks allowed. If you are running an aluminum block you must run 60 lbs in front of motor plate. Minimum weight after the race is still 1525 lbs steel or aluminum block.
6. **Injectors:** Only one nozzle per cylinder. No down nozzles, no injection nozzles drilled directly into the head and no computerized injection. Injectors to be individual stack per cylinder design and shall not exceed 2-3/16" maximum inside diameter. Larger injectors may be used, but sleeves a minimum of three inches in length must be installed in the stack above the butterflies, and shall not exceed 2-3/16" maximum inside diameter. No relief hole may be drilled above the butterflies on any injector. Throttle body or plenum type injector is not allowed. If Ford or Chrysler engine is used - injectors must be restricted to 2" inside diameter and 3" in length.
7. Oil pan must have a 1" inspection plug on the side.

Sportsman Sprint Class

1. Chevrolet engines only. Maximum cubic inch 360.
2. Stock production style crankshaft, 3.480 stroke only. For balancing purpose, cross drilling of the rod journal permitted. No altering of the throws or counter-weights. O.D. of the rear flange may be reduced to fit through the motor plate and U-joint housing. **NO scalloping allowed.** Highly recommend a stock steel 350 Chev crank or an unaltered Scat std. crank part # 4-350-3480-5700(R) short #435010
3. Steel connecting rods only.
4. **Stock production unaltered straight plug steel Chevrolet heads or Dart head #10120010 #10024266, DART aluminum head #126122 or Flo Tek head #102-500 only. No angle milling or milling off the intake side of the heads. They must have the correct serial # and logo in the intake runner.**
5. No Bow tie casting heads.
6. Injector stacks O.D. must match injector size. Maximum stack thickness .150. Injector stacks maximum 1 1/2" I.D. If larger stacks are used, they must be reduced to 1 1/2" I.D. Restrictor opening shall be a maximum of 1 1/2" I.D. round, and centered and in the stacks. Maximum thickness is .250 (1/4") flat design. Maximum radius or chamfer is .050. No blending above restrictors. Maximum blending below restrictors is 3/4". No alterations to the restrictors or stacks to enhance air flow. It is recommended the restrictors be moved up the stacks far enough to allow three 1/8" pop rivets to be inserted directly below restrictors equally spaced before blending to prevent slippage.
7. No electric fuel pumps.
8. Roller rockers allowed. Stud mount only, no pedestal or shaft mount.
9. Flat tappet or solid cams only. No mushroom or roller cams. No Stellate, nitride or specialty hardening of the camshaft allowed. Stock style lifters only, no hardened or lightweight lifters allowed.
10. Solid core steel or stainless-steel valves only. Std. stem size.
11. Valve Springs: Comp Spring part # 985, 986 or 987 allowed. Checked at max open (coil bind).
12. Retainers and Locks: Steel only, No titanium.
13. Maximum Rocker Arm ratio 1.6.
14. Flat top pistons only. No pistons above the deck.
15. No injectors in the heads. Maximum injector tip length is 1".
16. No dry sump oil systems.
17. Oil pan must have a 1" inspection plug on the side.
18. NO MSD (or similar) magnetos allowed. If you're not sure, ask.
19. Crank driven water pumps only. Direct or belt driven.

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

410 Division

410 SPRINT CARS WILL FOLLOW WORLD OF OUTLAWS RULES.

1. Only small block V-8 engines with the cam in the block and a maximum of 410.00 cubic inches of displacement (tolerance + 0.000) will be permitted. The formula $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply. Big block engines will not be permitted.
2. The engine must be mounted in-line with the driver and the driveline must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted.
3. The engine block and cylinder heads must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.
4. Engines with the magneto and/or distributor in a forward mounted and/or front mounted position will be allowed but must be approved prior to competition. Engines with the magneto and/or distributor mounted in the stock OEM production position for the block and/or engine must be approved prior to competition.
5. Approved Front Drive Magneto System: Moroso 60205 & 60206.
6. Only normally aspirated engines will be permitted. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted.
7. The maximum engine cylinder bore size shall be 4.165 inches.
8. All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy.
9. Titanium crankshafts, connecting rods and/or rod caps will not be permitted.
10. Only two (2) valves and one (1) spark plug will be permitted per cylinder.
11. Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Canted or splayed valve cylinder heads must be approved prior to introduction into competition.
12. Only steel connecting rods with a maximum length of 6.000 inches will be permitted.
13. All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00 inch pipe plug.
14. In the event that an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition.
15. Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted. The maximum throttle bore as measured at the throttle plate (butterfly) may not exceed 3.000 inches in diameter. Slide plate, rotary cylinder, and/or other styles will not be permitted for competition. Carbon fiber manifolds and/or any other injection type pieces manufactured from carbon fiber will not be permitted.
16. A maximum of 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one nozzle must be placed in the injector.
17. A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.
18. Only magneto-type ignitions will be permitted. A single crank-trigger type system will be permitted as a backup ignition system. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dashboard within the driver's reach. Multiple coil-pack ignitions will not be permitted.
19. Steel and stainless-steel headers will be permitted. Titanium headers will not be permitted.
20. New engine components and/or new engine configurations must be submitted and approved by the Race Director.
21. If an engine is inspected and it measures over 410.00 cubic inches, the driver and the car will be disqualified. All earned points and money will be forfeited for that event.

NOTE: The engine may be checked at any time during an event or torn down after the event at the discretion of Race Director. If the Race Director finds the motor to be illegal, the competitor will be given the opportunity to remove the cylinder head for clarification purposes.

7. Mufflers

Unaltered, functional mufflers intact at all times.

Large oval Flow Master (#5354510), Large Spin Tech box mufflers (#1555) or Schoenfeld (#14272735 or 14272730). Max dba 95 @ 100'.

8. Race Format Promoter reserves the right to alter the format when deemed necessary.

Qualifying

1. 40 cars or more will have two groups for qualifying.
2. All classes will draw a pill for qualifying order. 2 Lap qualifying.
3. If a car is unavailable and misses its qualifying spot by more than two cars, said car will take one lap at the end. The best the car can start is behind the inversion of the heat race.
4. Cars that are too loud are disqualified and may change mufflers and take one lap at the end. The best the car can start is behind the inversion of the heat race. Cars that don't meet the dba requirement will not race.
5. If an event is delayed and qualifying is cancelled – Once heat race entries are determined, your starting position will be by random draw. You will have two heat races. The second round of heats will be a complete invert of your round starting position, plus lane swap.

SPORTSMAN SPRINT CARS (based on 3 heats)

16 car A-Main

- Qualifying based on Pill Draw / Two lap qualifying
- Heat races lined straight up by qualifying time.
- 1st & 2nd from Heat lock in to the A-line up. (rows 1-2-3)
- 3rd & 4th from Heat lock-in to the A main (rows 4-5-6)
- 5th back goes to the B-main
- 4 cars transfer from the B-main to A-main

360 – 410 WEEKLY FORMAT

HEAT RACES -

HEAT RACE LINE UPS

410 -360 SPRINT CARS

QT = QUALIFYING TIME

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

HEATS LINED STRAIGHT UP BY QUALIFYING TIME - WITH FASTEST STARTING 4TH IN EACH GROUP.
ALL CARS TRANSFER TO THE A FEATURE

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

HEAT #1				HEAT #2				HEAT #3				HEAT #4				
CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	CAR #	
QT	5		9	QT	6		10	QT	7		11	QT	8		12	QT
QT	13		1	QT	14		2	QT	15		3	QT	16		4	QT
QT	17		21	QT	18		22	QT	19		23	QT	20		24	QT
QT	25		29	QT	26		30	QT	27		31	QT	28		32	QT

DASH DRAW & LINE UP

DASH CARS			
<i>DRIVERS DRAW IN THE ORDER BELOW</i>			
WINNER			
HEAT #1	CAR #:	NAME:	PILL#
HEAT #2	CAR #:	NAME:	PILL#
HEAT #3	CAR #:	NAME:	PILL#
HEAT #4	CAR #:	NAME:	PILL#
FASTEST QUALIF.			
H #1 FAST QUALIF. TIME	CAR #:	NAME:	PILL#
H#2 FAST QUALIF. TIME	CAR #:	NAME:	PILL#
H#3 FAST QUALIF. TIME	CAR #:	NAME:	PILL#
H#4 FAST QUALIF. TIME	CAR #:	NAME:	PILL#
WILL DRAW ON FRONT STRETCH FOR DASH LINE-UP			
DASH LINEUP - PILL # DRAWED			
PILL#	1		
PILL#	2		
PILL#	3		
PILL#	4		
PILL#	5		
PILL#	6		
PILL#	7		
PILL#	8		

A FEATURE			
DASH FINISH			

1			2
3			4
5			6
7			8

A FEATURE 7-24

NON-DASH CARS			
<i>LINE UP BY QUAL TIME</i>			

7			8
9			10
11			12
13			14
15			16
17			18
19			20
21			22
23			24

HEAT RACE

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

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

HEAT RACES - 8 LAPS -- 18 OR LESS 2 HEATS

- Heat races will line straight up by qualifying time with the fastest qualifier in each group starting 4th.
- All cars transfer to the A Feature event.
- Heat race winner and the fastest qualifiers who finishes 2nd thru 6th in each heat race advance to the Dash.

DASH - 6 CARS, 6 LAPS 360 / 410

- HEAT RACE winners and fastest qualifiers who transferred from their respective heat races to the “A” Feature by overall qualifying time.
- Dash Draw will happen in the order above, at Victory Lane.

1. **FINISH OF THE DASH WILL SET THE FIRST 6 POSITIONS of A MAIN.**

2. **“A” FEATURE CARS NOT ELIGIBLE FOR THE DASH are lined up behind the dash cars by qualifying time.**

4 HEAT FORMAT 24 - 48 CARS / HEAT RACES - 8 LAPS

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

- Top 5 finishers will advance to the “A” Feature Event
- 6th, 7th and 8th place finishers advance to the “B” Feature Event
- all other finishers to the “C” Feature Event.

Heat race winner and fastest qualifier who finishes 2nd thru 5th in each heat race advance to the Dash.

DASH – 8 CARS, 6 LAPS

- 4 heat race winners & fastest qualifiers who transferred from their respective heat races to the “A” Feature by overall qualifying time.
- Draw will happen at Victory Lane – in the order above.
- **The finish of the Dash will set the first 8 positions of the “A” Feature event.**

NON-DASH QUALIFIERS

1. Heat race “A” Feature transfer cars not eligible for the dash are lined up behind the dash cars by qualifying time.

“B” FEATURE - 15 LAPS

1. “B” Feature cars are lined up by qualifying time. 4 “B” Feature transfer cars will tag the rear of the “A” Feature by finish position.

“C” FEATURE - 12 LAPS

1. “C” Feature cars are lined up by qualifying time.
2. 2 “C” Feature transfer cars will tag the rear of the “B” Feature by finish position.

1. *Cars that enter the work area with 5 laps or less remaining in the race will not be given the 2 lap wait period for repairs. When the lineup is correct the race will resume.*
2. *Work area time is given for A-main events only.*
3. *Lapped cars will be PULLED OUT EACH RE-START.*
4. *Speedway management reserves the right to tech any car, at any time for any reason. --If an owner and/or representative refuses a tech inspection, the racecar and team will be disqualified and may lose all points and incur a fine.*

9. Point System

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

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

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

7.4 Switching car number and driver not permitted.

7.5 Points

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

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

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

8. Point Fund

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

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

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

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

SKAGIT SPEEDWAY SAFETY RULES SUPERCEDE ANY OTHER SAFETY RULES

HORNETS

1. CAR SPECIFICATIONS

1. All cars and trucks WILL 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.
3. All trucks must be single cab, NO extended cabs or crew cabs will be allowed.
4. All running gear and motors MUST be stock for make, model and year.
5. Any modifications beyond the STOCK year, make and model of said car will be an immediate disqualification.
6. All cars must weigh 2200 lbs with the driver at the end of the race.
7. If weight is added, it must be painted white and have car number on it.

2. CAR BODY MODIFICATIONS

1. Dash is optional, no sharp edges. All other interior and flammable material must be removed.
2. Radio and horn are optional. All other glass and plastic must be removed.
3. Must have a minimum of three windshield bars mounted securely to the roll cage in front of driver, the center roll cage bar can be one of the three.
4. Doors and tailgates must be welded shut. Trim and handles must be removed.
5. All body panels, fenders, hood, and doors must be steel. No carbon fiber or fiberglass allowed.
6. Bumpers ARE mandatory.

7. Aftermarket bumpers are allowed. Front bumper may be reinforced with a single bar maximum size 1½" x .095. Must be concealed behind the front bumper. A single brace from the end of the bumper tube to the frame is allowed.
8. Any Color and paint scheme is allowed as long as it is not offensive or have any inappropriate graphics.
9. Numbers on doors and roof must be legible and minimum of 20 inches tall.
10. Vehicles must have a neat appearance.

3. ENGINES

1. Stock production naturally aspirated, and piston driven.
2. Variable valve timing engines, Vtec, and Ztec allowed.
3. Factory stock engine assemblies. NO MIXING PARTS.
4. Maximum factory horsepower of 165 HP.
5. All Antifreeze must be drained.

4. FUEL SYSTEMS

1. Standard highway pump gas ONLY. NO ADDITIVES.
2. If stock gas tank is in front of the rear axle, gas tank can remain.
3. If gas tank is behind rear axle must be removed and replaced with fuel cell.
4. Fuel cell/ boat tank of 6.6 gal may be used.
5. Fuel cell and boat tank must be securely fastened inside car or bed of truck.
6. A metal firewall must be in between the driver and the fuel cell.
7. All fuel lines must be securely fastened with clamps.

5. TIRES AND SUSPENSION

1. No adjustable shocks or struts.
2. May reinforce stock control arms a maximum of ¼ inch plate or tubing.
3. Tires and wheels maximum 8 inches wide.
4. DOT production tires only/ All season tires. NO SNOW TIRES OR LT TIRES.
5. Bead lock or steel wheel recommended for right side front and/or rear.
6. Stagger is legal.
7. No grooving or altering of tire tread allowed.

6. EXHAUST AND INTAKE

1. All cars/trucks are required to run a muffler with maximum sound 90db at 100 feet.
2. Aftermarket headers are allowed.
3. All catalytic converters must be removed.
4. Intake manifold must remain stock.
5. Aftermarket cold air intakes are allowed.

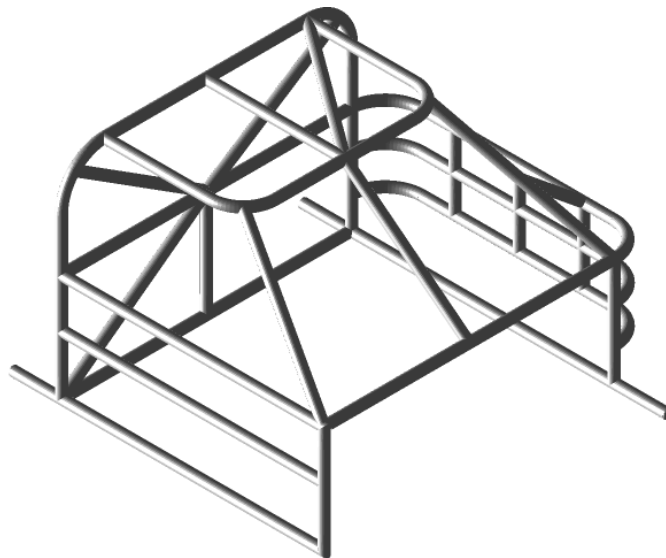
7. BATTERY AND DISCONNECT SWITCH

1. Battery must be securely fastened. Battery can be relocated to passenger compartment.
2. Battery must be enclosed in a battery box and securely mounted to the floor or roll cage
3. **Battery master disconnect is required.**
4. **Must cut all power to electrical system and engine**
5. **Battery master disconnect will be checked before all races**
6. **If disconnect is nonfunctional, you will not be allowed to race before problem is fixed**
7. **Master kill/ fuel pump switch to be within reach of the driver with ON/OFF clearly marked**

8. ROLL CAGE MINIMUM REQUIREMENTS

1. Maximum of 1¼ inch sch 40 pipe or 1½ inch .095 tubing.
2. Six-point design, securely welded to the floor/frame.

3. If bolted to the floor, minimum of 4 – grade 8 bolts at each at point. A plate underneath is required, minimum of ¼ thick steel plate.
4. All 90 degree cage weld junctions must have a minimum 1½ inch X 1/8 inch gussets.
5. Driver's door is to be hollowed. Minimum of three horizontal bars contoured 12 inches apart. 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
6. Passenger door will have a minimum of two straight horizontal and vertical bars similar driver's door.
7. Horizontal bars to connect front and rear roll bar posts from side to side. Centered behind seat and above or below dash connecting upright posts from side to side
8. Side diagonal bar from top roll bar above driver's seat to lower posts at the rear base of the passenger door.
9. Horizontal bars centered, connecting front roll care hoop (above dash) to rear roll cage hoop (behind driver's seat).
10. Front and rear diagonal bars from the seat areas to rear fender well area.
11. Seats are to be securely fastened to the roll cage.
12. No excessive lightening of the frame or unibody construction. NO REMOVAL OF THE SHEETMETAL TOP, SIDES, FLOORBOARDS, OR TUB COMPARTMENTS BETWEEN THE BUMPERS IS ALLOWED.
13. Reasonable bracing outside the driver's compartment for safety and rigidity allowed.
14. Driver's area roll bars must be padded.
15. Radiator support bar may be a minimum of 1 ¼ inch sch 40 pipe or 1 ½ inch can be mounted from strut towers to front of vehicle to hold radiator.
16. Two bars max 1 1/4 sch 40 or 1 1/2 .095 wall can run from radiator support to the front bumper bar.
17. Both bars must be concealed behind the front bumper cover and the hood.
18. In no way can Radiator support bar be mounted to cage.
19. All convertible or soft top must have a metal roof.
- 20. TECH OFFICIAL MUST INSPECT AND APPROVE ROLL CAGE.**



9. SAFETY

1. IT IS THE CAR OWNERS' RESPONSABILITY TO ENSURE HIS/HER CAR IS SAFE AND PROPERLY MAINTAINED FOR RACING. PLEASE SEE ENTIRE SAFETY LIST AT THE FRONT OF THIS BOOK
2. Drivers window net with quick release.
3. High-back aluminum double wrap-around seat or full-containment Seat.
4. No sliding seats mounts.
5. All seats must have right side head rest.
6. Driver's side roll bars MUST be padded.
7. Roll cage must be 2" above drivers Helmet. Measure from top of roll bar to the top of drivers helmet.

SEATS

- FULL CONTAINMENT SEATS ARE HIGHLY RECOMMENDED.
- SEAT MUST BE MOUNTED TO THE RACECAR FRAME/ROLL CAGE STRUCTURE AT FOUR POINTS WITH A MINIMUM 3/8" GRADE 8 BOLT, MINIMUM 1 1/2" WASHER & NUT. MOUNTING HOLE IN SEAT MUST HAVE A 2" DIAMETER MOUNTING PLATE WITH A MINIMUM .060".
- THE SAFETY COMMITTEE WILL DETERMINE IF THE SEAT INSTALLATION AND STRUCTURE ARE SAFE & SOUND FOR COMPETITION.
FULL CONTAINMENT SEATS WILL BE MANDATORY BEGINNING THE 2024 SEASON.

10. Hornet Nationals

1. All participants MUST have run at least three prior races in the current season to qualify for Hornet Nationals.
2. All outside track competitors must start at the back of the pack, unless competed in at least three current season races, then driver will be placed accordingly.

11. Format

- Draw for qualifying group.
- Group qualifying during hot lap session. Must qualify in your group.
- Two or three sessions depending on car count. Minimum 3 green laps on the clock.
- 2 Heats fully inverted. Heat race finish will line the Main.
- Winner of heat one on pole of the main Winner of heat 2 outside front row.
- First heat winner will draw a pill 0,4,6,F (full invert) to determine Main event line up.
- Last weeks winner will start at the rear of the main.
- Heat races will be 6 laps Main event will be 20 laps or 20 minutes.
- Points will be awarded for qualifying, heat, and main.

In the event of a transponder failure or a no-time for any reason, car will start of the back of the heat and cannot start the main in front of the invert. **CAR MUST have working transponder. DRIVER MUST have RACECeiver.**

12. Points and Payout

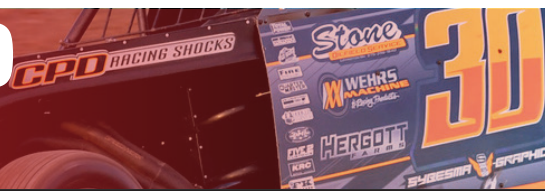
- Points are awarded to driver / not car number.
- Payouts is paid to registered car owner.
- Points are awarded for qualifying, heat and main.

Qualifying	Heat Race	Main Event		<u>Optional</u>
1 = 15	1 = 10	1 = 100	10 = 76	
2 = 11	2 = 9	2 = 95	11 = 74	19 = 60
3 = 8	3 = 8	3 = 90	12 = 72	20 = 60
4 = 7	4 = 7	4 = 88	13 = 70	21 = 60
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			

- Cars not competing in the Main event, will receive 50 show-up points.
- To be eligible for show up points, said car must attempt to compete or no points will be awarded.
- To be eligible for points trophies and Merchandise - Car owner must be in good Standing.
- Car owner and/or Driver must attend the Banquet.

13. **Decisions and interpretation of the rules by Tech Director shall be Final.**

2023 MODIFIED RULES



IMCA Racing, 1800 West D Street, P.O. Box 921, Vinton, IA 52349-0921 | Phone: 319-472-2201 | Fax: 319-472-2218 | www.imca.com | raceimca@imca.com

Revised November 2022. **Revisions/clarifications in RED**, recommendations italicized. Refer to www.imca.com for General Rules.

For more information, call Dave Brenn at 785-307-8482 or IMCA at 319-472-2201.

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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.

The race director shall be empowered to permit reasonable and appropriate 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.

Drivers licensed in this division may also be licensed in Stock Car, Late Model and Sprint Car divisions.

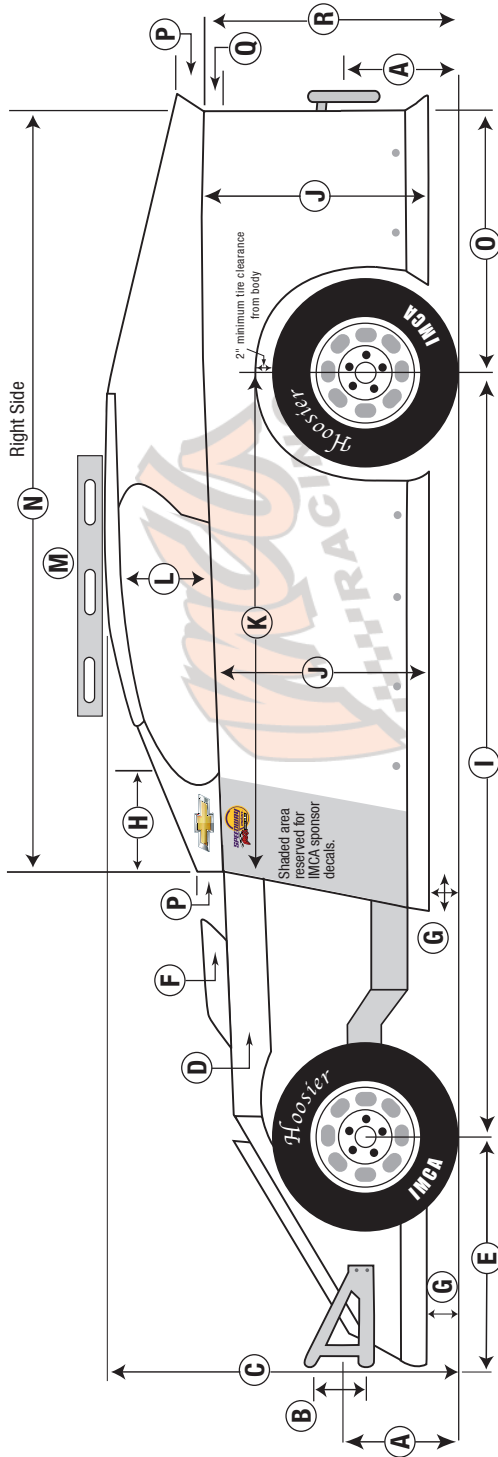
- 1. SAFETY EQUIPMENT:** Rules apply at all times car is on track. Snell-rated SA2015 or SA2020 helmet required. Roll bar padding required in driver compartment. *Recommended: Fire retardant padding.* SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. *Recommended: Fire retardant head sock and underwear, collapsible steering shaft.* Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Maximum four inch tall visor attached to window net. Minimum two inch wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. *Recommended: Safety belts no more than two years old.* Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.
- 2. FRAME:** (see frame drawing) 1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sport car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail, left top frame rail can be removed inside cockpit. See www.imca.com for OEM frame dimensions. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire. No part of frame or body can be lower than four inches from ground except front crossmember and rear underslung.
- 3. ROLL CAGE:** Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places. *Recommended: low carbon or mild steel.* Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.
- 4. DOOR BARS:** All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. with 0.083 inch wall thickness, and one top horizontal door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection.
- 5. BODY:** (See diagram) No **unapproved** composite or plastic body panels allowed. **Approved composite doors, rear quarter panels (FMVSS302 burn rating),** roof rock guard and hood scoop allowed. Body and interior deck must be same width, front to rear, and parallel to OEM frame. Aluminum nose panel must be flat. Maximum 2.250 inch side fins allowed on aluminum nose. IMCA-approved plastic nosepieces allowed. Nose must be mounted in an approved manner and can extend no higher than front top of hood. Nose piece must remain inside confines of front bumper (exception is plastic valance), same width front to back, and be no lower than four inches below frame horns. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must cover radiator, be level or sloped down at front, enclosed and maximum two inches above interior deck at rear. Air cleaner top maximum six inches above hood. No panel in front of right door to engine compartment. No inner panels. No complete or half-car covers, rear tail cover allowed in personal pit area only. Must have front and rear roof support posts. Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest point at top and highest point at bottom. Sail panels may not extend ahead of back of seat. Solid sail panels only. Roof must be fiberglass or aluminum, full size, rounded down in all directions and mounted within 0.5 inch of main hoop. No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. **Minimum two inch,** maximum four inch roof sides allowed. Maximum one inch ridge down sides of roof. Maximum one inch rear roof stiffener (must face down). One piece rear spoiler allowed with GM 604 crate engine only, maximum two inches in material height. Spoiler may have one inch rear stiffener, minimum one inch down from top. Spoiler must be attached to rear of sail panels, with one optional two-inch by five-inch triangular center support. No fins, lips, wings or vortex generators allowed. Maximum four inch plastic skirting allowed on bottom of doors, quarters and nose. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear.
- 6. DRIVER COMPARTMENT:** Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required. Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door bars. No driver-adjustable devices allowed while car is in

- competition except brake adjuster. No mirrors of any kind.
7. **FRONT SUSPENSION:** All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts. Exceptions are: tube-type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved; stamped steel OEM replacement lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; one welded shock mount on lower A-frame; no screw jack type shock mounts; OEM or OEM replacement rebuildable ball joints allowed. No screw-in lower ball joints. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be within OEM specifications. No sway bar. Front drop chains allowed, mounted chassis or frame to lower A frame, must have slack during inspection. No unapproved stops of any kind allowed.
 8. **STEERING:** No rack and pinion. All components must be steel, unaltered OEM, in OEM location. Exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM or OEM replacement Pinto spindles with 'IMCA' raised cast; replacement spindle with Speedway Motors raised cast - part numbers 91034501 and 91034511; bolt on spindle savers allowed; steel steering shafts and knuckles only; driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Quick release required - steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.
 9. **SHOCKS:** One steel, nonadjustable, unaltered shock per wheel. Maximum 7 inch stroke on front shocks and maximum 9 inch stroke on rear shocks. All shocks must completely collapse at any time. One additional shock allowed in pull-bar area. No shock can pre-load or pin any spring. No external or internal bumpers or stops. No threaded body, front coil-over, air, or remote reservoir shocks. No Schrader or bladder type valve allowed. Front half may be shielded. One or all shocks may be claimed per event for \$100 each, counting as one claim on card, following shock claim procedures (Refer to www.imca.com).
 10. **SPRINGS:** One steel, non-progressive closed end coil spring per wheel only. One additional spring allowed on pull bar, may be progressive. Minimum 4.5 inches O.D. Front coil springs must be 9.5 inch free height with 0.5 inch tolerance. Rear coil springs must be 11-16 inch free height with 0.5 inch tolerance. No torsion bars, air bags, inner liners or spring rubbers allowed. Steel or composite leaf spring allowed.
 11. **REAR SUSPENSION:** Rear of frame may be altered to accept leaf or coil springs. All components must be steel. All trailing arms/link bars must be solid tubing. One mechanical traction pull bar allowed. Rubber bumpers allowed on pull bar or panhard bar only. Minimum 19 inch long panhard bar measured straight center to center. One bracket mounted solid to axle tube with lower link OR one floating birdcage with upper and lower links allowed per side. Additional shock/coil-over eliminator clamp bracket solidly mounted to axle tube is allowed per side. Steel coil-over eliminators, or steel or aluminum coil-over kits allowed - must conform to shock and spring rules. Shocks and coil-over eliminators must be mounted to birdcage or bracket below bottom of axle tube and to upper frame rail. Spring using jack bolt may be mounted directly to top of axle housing. Solid safety chains securely mounted from upper frame rails directly to axle tubes allowed (cannot be mounted to any floating device, must have slack during inspection). No independent rear suspension. No covers on any suspension components. No lift, brake or sway bars. No suspension stops or adjustable underslung of any kind.
 12. **REAR END:** Any steel approved OEM passenger car or truck rear end allowed (housing and carrier) with steel spool (full or mini). Quick change allowed and must use 10" ring gear with aluminum or steel spool, steel axle tubes, minimum one inch wide spur gears and bolt on rear cover. Safety hubs (floater) allowed. Steel axles only. All additional components must be steel, except lowering blocks, axle caps, U-joint caps, and one piece drive flange. One inch inspection hole required in housings. No scalloped ring gears, cambered rear ends, heavyweight axle tubes (max .250" wall) or housing braces.
 13. **BUMPERS:** (See diagram) Steel bumpers must be on front and rear and welded, or securely mounted with minimum 0.375 inch bolts. Rear bumper must be capped, constructed of minimum 1.25 inch O.D. tubing with 0.095 wall thickness (similar to diagram), maximum six inches beyond rear deck, no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails must be bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.
 14. **TIRES/WHEELS:** Must use unaltered Hoosier Race tire, G60-15 with IMCA stamped on sidewall. No chemical softening or conditioning of tires (refer to www.imca.com for automatic penalties). Tires may be ground, straight sided or grooved. No re-caps. All wheels must be unaltered and display white 'IMCA approved' decal and wheel manufacturer decal. Aluminum wheel spacers only. May use IMCA approved bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Must use only steel bolts. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to wheel. Aluminum inner mud cover allowed on left rear only. Rim-mounted bleeder valves allowed. Steel lug nuts only.
 15. **BRAKES:** Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket 0.81 inch thickness (new). Vented solid surface rotors only, no scalloped or ceramic coated rotors. No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed. Brake lines must be visible. Single link brake caliper floater allowed on rear, one per side.
 16. **EXHAUST:** Round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header. Collector and turn down length maximum nineteen inches total. Schoenfeld mufflers, stamped IMCA609, IMCA930, or IMCA935 must be used if track has noise reduction rule of 98 dB or more (exception is California). All exhaust must go through mufflers, two per car, one per header. Valve covers and headers may be modified for pan-evac system. No anti-reversion headers or mufflers, exhaust sensors, merge collectors, extensions, inserts, cones or balance tubes.
 17. **FUEL SYSTEM:** Mechanical or belt driven fuel pump only and must be mounted at front of engine. Racing fuel cell required, maximum 32 gallon capacity, must be in minimum 20 gauge steel container. Cell must be securely mounted behind rear axle, between rear tires, minimum of four inches ahead of bumper, minimum of 10 inches above ground. Must mount with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Pick-up must be on top or right side of cell. One fuel filter allowed. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings or cold air boxes. One naturally aspirated two- or four-barrel carburetor only with Holley OEM or OEM replacement booster. Aerosol carburetor is allowed. No ICT type boosters allowed. *Fuel shut-off recommended.*
- CLAIM ENGINE:** One carburetor adapter/spacer allowed, maximum 2.20 inches thick, including gaskets. No adjustable throttle bore or sleeve-type carburetor spacers.
- GM CRATE ENGINE:** If carburetor spacer is used on crate, must use

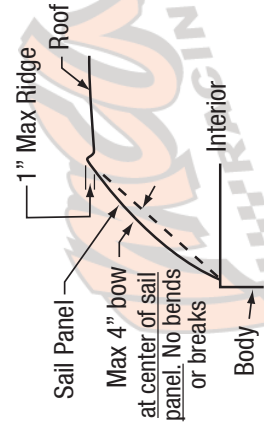
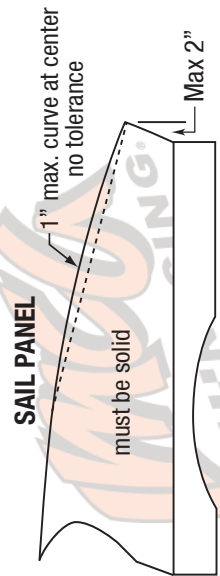
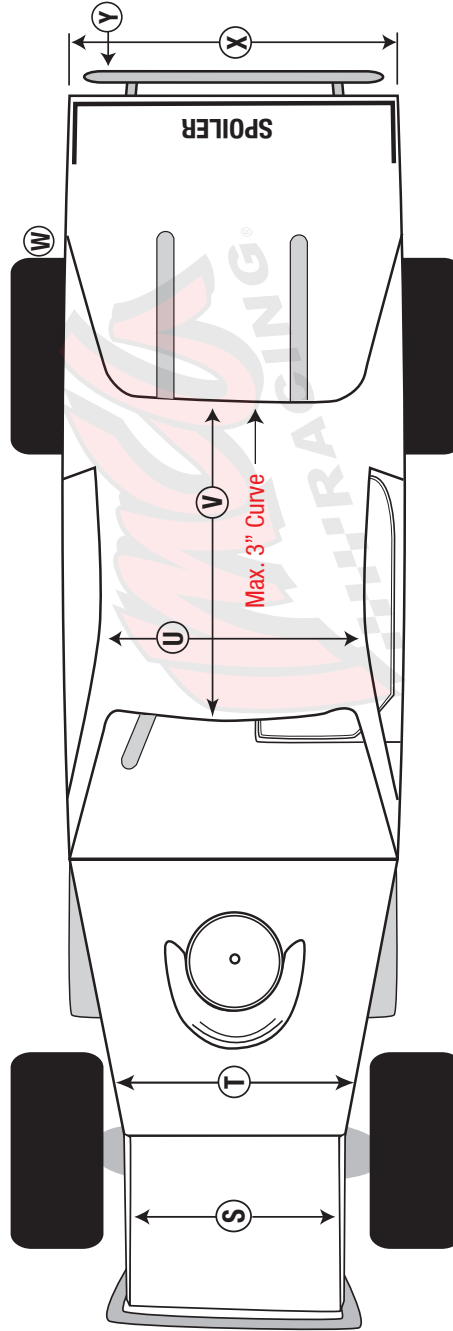
- Speedway Motors part #545-64940 or Moroso part #64940 carburetor spacer.
- 18. FUEL:** Gasoline, racing fuel or 99.9% pure methanol allowed. No E85. NO fuel additives of any kind allowed. Fuel sample may be taken from any car at any time. (Refer to www.imca.com for automatic penalties).
- 19. WEIGHT:** Minimum weight limit of 2,450 pounds, no tolerance, after race with driver in car. No ballast and/or loose objects in driver compartment, above interior deck or outside body. Ballast must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5 inch bolts. No titanium, magnesium, carbon fiber or tungsten products. Exceptions are: carbon fiber rock guard, hood scoop, and magnesium quick change center section. Solid steel fasteners only.
- 20. BATTERY/STARTER:** One 12 volt battery only. No lithium batteries. Must be securely mounted between frame rails, and positive terminal must be covered. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race. Reverse-mount starters with OEM case transmissions only, see transmission rules for specifics.
- 21. GAUGES/ELECTRONICS:** Scoring transponder must be mounted on bottom right rear of motor plate. No cell phones, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. Crate engine must use maximum 6,800 rpm rev-limiter. Claim engine must use maximum 7,800 rpm rev-limiter. This may be accomplished using one unaltered, non-adjustable, 12 volt ignition box with one high-end rev-limiter chip, an external setting, or an internal preset. (Refer to www.imca.com for approved ignition systems, rev-limiters and automatic penalties.) No electronic advance curve ignitions allowed. No unapproved or additional ignition accessories allowed. All components must be out of reach of driver, but with rev control easily accessible facing up or out for inspection. All wiring must be visible for inspection. No magnetos or crank triggers. No electronic traction control devices (Refer to www.imca.com for automatic penalties).
- 22. TRANSMISSION/DRIVESHAFT:** Must have at least two forward gears and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type or IMCA approved aftermarket transmissions allowed - two-speed, three-speed, four-speed and automatic. No five speed (or more) transmissions, 'in and out' boxes, or quick change devices allowed. Functioning shift levers must be in OEM location on all OEM production type transmissions. All belt drive pumps must be mounted on front of engine. Flexplates must be full, steel, unaltered OEM, or OEM replacement. Flywheel/flexplate must bolt to engine between clutch assembly and crankshaft and all driveline components within bellhousing must rotate while car is in any gear. Transmission must be one of the following designs:
- OEM Manual:** Must have a standard OEM case and working disc-type clutch or approved cone or disc-type coupler inside an explosion-proof steel bellhousing. One flywheel only, minimum 8.5 inch diameter. Diameter of clutch disc must be a minimum of 5.5 inches. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. Bellhousing can have only a hole for throwout bearing lever or hose, must be 270 degrees around top of clutch and flywheel area. Standard or reverse mount starter allowed, must directly engage flywheel.
- Automatic:** Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum 0.125 inch by three inch steel, (1) 270 degrees around flexplate.
- Aftermarket Manual:** Must be IMCA approved, aluminum case, with internal clutch. Refer to www.imca.com for approved transmissions. Must bolt to explosion-proof steel bellhousing, and use full, steel, unaltered OEM or OEM replacement flexplate with starter mounted in OEM location. No coatings or paint allowed on transmission case. No ball-spline transmissions.
- Drive Shaft:** Steel slip-yokes only. Minimum two inch diameter steel drive shaft and must be painted white. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.
- 23. ENGINE COMPARTMENT:** Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within two inches of centerline of front crossmember with engine level. Minimum 11 inch engine height from ground to center of crankshaft. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground between frame rails. No vacuum pumps. All belt driven accessories must be on front of engine.
- 24. ENGINE SPECIFICATIONS:** All cars utilizing the GM604 crate engine must clearly display on both front roof posts the Chevrolet Performance emblem.
- (A) CRATE ENGINE:** Must use unaltered sealed GM 604 crate engine with additional IMCA Cable-Lok system – NO EXCEPTIONS. Upon inspection, any different, altered or missing GM seal bolts or IMCA Cable-Loks will result in IMCA penalty (see www.imca.com, Automatic Penalties for crate engine rule violations). GM seal bolt exception is IMCA approved and issued Cable-Lok repair system, oil pan may be replaced by IMCA certified repair center with Champ pan #CP100LTRB and Champ pick-up #100SB, or with Kevko pan IMCA92 and Kevko pick-up #1005-3/4. Any driver using crate engine cannot claim engine or have engine claimed. During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.
- (B) CLAIM ENGINE:** Any American make steel engine block allowed. Aftermarket and OEM performance blocks allowed. Cast iron or aluminum intake manifolds only. Steel cylinder heads and oil pan only. Flat tappet cam/lifters and stud-mounted rocker arms only. Magnetic steel retainers only. No shaft, pedestal, or offset rocker arms, titanium engine components, stud girdles or mushroom lifters. Lifter diameter and configuration must match OEM passenger block. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). All engines must be able to be used in conventional passenger car without alterations. Engine mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside of engine (no lightweight engine blocks). 'Wet' sump oiling system only. External oil pumps go with engine if claimed.
- 25. ENGINE CLAIMING RULES:** Refer to www.imca.com for claim eligibility requirements.
- (A)** \$1,050 cash, or \$100 and exchange, claim on engine, flywheel and balancing plates (\$25 goes to wrecker and \$25 to official for each engine). Claimed driver has option of accepting cash, or exchanging engines with claiming driver.
- (B)** Claim does not include - 1. clutch, 2. pressure plate, 3. bellhousing, 4. headers, 5. carburetor, 6. starter, 7. motor mounts, 8. oil/temp. sending units, 9. carburetor spacer, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. breathers.
- 26. POINT STRUCTURE/PROCEDURES:** Refer to www.imca.com for automatic penalties.
- 27. EIRI:** (Except in rare instances) Decisions of IMCA Officials are final and binding without exception. In some cases, track safety rules may take precedence over IMCA rules - any discrepancy between IMCA and track rules should be brought to the attention of IMCA. Any rule changes or clarifications during the course of the year will be amended at www.imca.com as well as published in Inside IMCA, the official newsletter of IMCA, and will be considered as an official part of these rules.

IMCA Modified Body Dimensions For 2023

- A** 20" max. 16" min. (ground to center of bumpers, front and rear)
- B** 6.5" min. (center to center)
- C** 54" max. roll cage, 56" max roof; 42" min. both
- D** Hood 6" max. drop (sides), sealed off from driver's compartment and max. 6" rake.
- E** 36" max.
- F** 6" max. scoop cannot extend past front of hood.
- G** 4" min. ground clearance; Door may extend max. 6" past block at bottom, both sides.
- H** 19" max., must be same on both sides.
- I** 112" max. 108" min.
- J** 31" max. 24" min.
- K** 72" max. or not past back of block at top. Left side may extend forward to cover foot box.
- L** 18" max. 12" min. opening, both sides.
- M** With level, must have no more than 2" clearance at rear of roof and 5" at top front.
- N** 120" max. 106" min.
- O** 48" max. 34" min.
- P** 4" max. at front and rear, gradual slope from roof to this point.
- Q** Interior slope is 6" max. front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind driver to rear you may only have 3". Top of interior must be flush with top of door and quarter panels. Optional escape hatch from driver to passenger door allowed.
- R** 38" max. 28" min.
- S** Min. 24" nose must be flat and flush with sides.
- T** 66" max. 24" min., must cover radiator
- U** 52" max. 44" min. (includes sides)
- V** 56" max. 47" min.
- W** Tires max 1" inside body both sides.
- X** 66" max. 53" min. same front to back.
- Y** IMCA decal required on filler panel.
- REAR FILLER PANEL:** 8" min. / 90 degree angle. Must be solid, attached to deck, extend to quarter panels, securely fastened.
- SAIL PANELS:** Must slope down from rear edge of roof and extend from roof to rear of car and be the same on both sides. May extend 2" maximum past rear edge of interior deck. Must mount to outside of, and can be no wider than interior deck. Must mount under roof sides.



All body measurements are max. unless otherwise specified. Dimensions have zero tolerance.



2023 GENERAL RULES AND PROCEDURES

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.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her 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.

PURPOSE OF THE ASSOCIATION

The purpose of IMCA is to promote and advance the sport of automobile racing. It shall formulate rules governing its activities and in furtherance thereof will sanction race meetings, register drivers and cars, and license race officials. In addition it shall cooperate with and encourage track owners and managers to improve safety conditions at their tracks.

POWERS OF THE ASSOCIATION

1. IMCA shall have the power to supervise and control automobiles racing under its jurisdiction.
2. IMCA shall grant franchises, make, construe, and interpret rules and render decisions concerning said sanctioned races.
3. It shall license promoters, officials working for said promoters, and register race drivers.
4. It shall do all things which in its judgment further the best interests of automobile racing.
5. Individuals, firms or manufacturers are not allowed to use the International Motor Contest Association name, IMCA, or any of its logos without written permission from IMCA.

DEFINITIONS

1. IMCA - Shall have the power to make and construe rules regarding the Association.
2. Promoter - Person, firm, organization or corporation in whose name a franchise is issued authorizing the staging of race meets. Acts as the Official Representative of the Association at sanctioned races.
3. Technical Inspector - Appointed by IMCA or promoter to pass upon the classification and eligibility of race cars.
4. Driver - Person who is engaged in the driving of race cars in sanctioned race meetings. Must be physically fit and able to pass a test of ability when requested to do so by an official of IMCA. Must be currently registered with the Association prior to participating.
5. Race Official - Any person connected with the staging of race meetings, appointed by and under the direction of promoter.
6. OEM - Original Equipment Manufacturer. OEM Products are those built specifically by, or for, major automotive manufacturers. (IE - Ford, Chrysler, General Motors), or major motorcycle manufacturers (IE - Suzuki, Kawasaki, Yamaha, Honda) for Mod Lites.
7. OEM Replacement — Any part manufactured and distributed by someone other than the original equipment manufacturer, or original manufacturer's supplier of the OEM part, which matches minimum OEM specifications for dimension, weight, design, material composition, configuration and function of the OEM part for which it is represented to be a replacement part.
8. EIRI - Except In Rare Instances. Decisions of IMCA officials are final and binding without exception. In some cases, track procedural or safety rules may take precedence over IMCA rules - discrepancy between IMCA and track rules should be brought to the attention of IMCA.
9. O.D. - Outside Diameter.
10. IMCA Approved - See below for parts approval policy.

PRODUCT APPROVAL POLICY

1. Any manufacturer seeking approval should send the product to: IMCA, 1800 West D Street in Vinton, Iowa, 52349.
2. If those parts are determined to conform to the IMCA rules, the manufacturer will be notified in writing by IMCA.
3. Manufacturers should be prepared to answer questions which may arise and should understand that, whether deemed legal or not, the product will be retained by IMCA to be used as a standard, should any questions arise during competition about whether or not the product conforms or has been modified to where it no longer conforms to the rules.
4. Where a product is determined not to conform to IMCA rules, IMCA will explain why the product was non-conforming.
5. Manufacturer is granted full use of all IMCA emblems, trade marks, banners, logotypes and may use same in disseminating product approval so long as manufacturer is an official IMCA marketing partner.
6. Questions about whether or not a product has been approved may be e-mailed to raceimca@imca.com, or sent by letter, addressed to IMCA.

PROMOTER

1. A promoter franchised by IMCA is subject to rules provided herein for the period of their franchise, or until such time as notified by IMCA that they are no longer operating under franchise.
2. Promoter receives an IMCA franchise on ability to comply with rules as set forth herein. They are deserving of support and cooperation by all IMCA participants as long as their franchise is in force, and all participants are urged to assist them in every way possible in order that the well-being of all concerned can be progressively bettered.
3. Promoter shall agree to have a public liability insurance policy in force at each race program with minimum amounts of coverage being not less than \$1,000,000.
4. Promoter agrees not to allow any participants who have not been licensed to compete in any event under terms of their IMCA franchise. Any promoter allowing non-members to compete may be subject to suspension of franchise.
5. Promoter agrees to file any special track rules or racing rules for approval with IMCA along with specifications and rules for types of equipment that they intend to have racing on their program. In case of variance of local track safety or EPA enforced rules with IMCA rules, special written exceptions may be issued by IMCA, and such exceptions will be called to the attention of all members.
6. Promoter may run any type of race program approved by IMCA.
7. Promoter and IMCA reserve the right to reject entry of any car or competitor, call off any event, change the manner of running any program, call off any race that does not fill, or change distances of any event. Promoter and IMCA are under no obligation to pay out prize money for any race that is not run, or any money position that has not been won by a competitor.

8. If promoter does not fulfill their obligations to IMCA, their franchise may be put under temporary suspension until such time as obligations are fulfilled.
9. Promoter is granted full use of all IMCA emblems, trade marks, banners, logotypes and may use same in disseminating publicity material and promotions so long as franchise is in force.
10. Promoter may not run a non-sanctioned event or event sanctioned by another body on his/her designated night during the track's regular point season. Promoter must furnish a season schedule prior to first event. IMCA sanctioned events held on any night other than the designated night require permission from IMCA, and requests must be submitted in writing prior to that event.
11. Promoter determined to be purposely submitting inaccurate race results to IMCA may be subjected to fines and/or suspension of franchise.
12. Promoter failing to make payment of any weekly sanction fee within IMCA deadlines may result in suspension of IMCA franchise and cause drivers to lose points for that event.
13. Promoter shall be solely responsible for the organization of the racing event, securing of entries, all notices and materials required, all safety precautions for both spectators and participants, and adequate track safety equipment and personnel. No racing event shall be conducted without the following safety equipment in operation: An emergency vehicle and qualified rescue personnel.

RACE DRIVER LICENSE

1. Issuance of race driver's license by IMCA binds driver by rules as set forth by IMCA, and such rules as may be added during the season. Ignorance of rules is no excuse for infraction thereof. A copy of IMCA rules is available to each licensee at www.imca.com/rules/ and he/she is required to read and be familiar with the rules herein. In acceptance of the license he/she agrees to comply with all IMCA rules. IMCA reserves the right to refuse issuance of a license, and further reserves the right to revoke a license if and when deemed necessary.
2. Any person competing in an IMCA event must be a licensee in good standing with IMCA. Non-licensed drivers may not participate. License fees for 2023 are as follows: IMCA Modified - \$130; IMCA Sprint Car - \$120; IMCA Late Model - \$115; IMCA Stock Car - \$110; IMCA SportMod™ - \$105; IMCA Hobby Stock - \$100; IMCA Sport Compact - \$75; STARS Mod Lite - \$75.
3. ROOKIE STATUS: To be considered a rookie in any division, driver must not have previously participated in any more than 10 IMCA sanctioned races in that division. Driver may not drop down a division and still be considered a rookie - progression of order is as follows: Sport Compact, Hobby Stock, Mod Lite, SportMod™, Stock Car, Modified, Sprint Car, Late Model.
4. All licenses will be issued by IMCA only, but application thereof can be made with local track officials. An applicant for license will be allowed to compete with receipt of payment for license only until such time as IMCA issues regular license. Any driver purchasing his/her license at a race track is subject to an additional \$20 fee.
5. Any IMCA member who allows anyone to use, or attempt to use, or any member who uses, or attempts to use, another member's license and/or claim card, will be subject to loss of all points, and/or fine or suspension.
6. IMPORTANT - Participants are not employees of IMCA but are independent contractors and assume all responsibility for all charges, premiums and taxes, if any, payable on any funds they may receive as a result of their participation in any events as drivers of IMCA.
7. IMCA drivers will be paid all monies and must furnish IMCA with their valid Social Security Number. Failure to furnish valid Social Security Number, or furnishing false Social Security Number, may result in fine and/or suspension.
8. If proof of driving ability of any applicant is deemed necessary, tests shall be conducted at the discretion of track officials and their decision shall be binding on the applicant. When deemed necessary, officials may insist on a physical examination of any applicant or license holder.
9. Drivers under 18 years of age are required to submit to IMCA a NOTARIZED parental consent form - signed by both parents or legal guardians - and a copy of birth certificate, prior to competition. Drivers in all divisions must be at least 14 years of age by August 31. Drivers 13, 14 or 15 years of age must also furnish a recap of their racing experience, a list of tracks at which they will be competing and must submit all forms. Licenses will be issued at the discretion of IMCA. These forms are available for \$50 processing fee from IMCA and must be received in the IMCA office and approved prior to any competition - NO EXCEPTIONS.
10. The valid period of the license is from date of issue until December 31 of year in which license was issued. All licenses become due and payable on January 1 of each year. IMCA emblems and decals will be furnished to each licensee, as well as Inside IMCA, the official monthly newsletter of IMCA (excluding Canadian licenses).
11. All current members receive a \$5,000 accidental death, dismemberment and paralysis insurance policy, effective from date of license through December 31. Also included will be a \$100,000 excess medical policy. This will pay up to \$100,000 after a driver's personal policy and the track's policy have been exhausted. These policies will cover a current member only while participating in an IMCA sanctioned race and to and from the IMCA track.
12. IMCA and its promoters and sponsors reserve the right to use photos of any licensee or their car for promotional purposes.

OFFICIAL'S LICENSE

1. Any track official responsible for inspecting IMCA divisions should be licensed with IMCA, and the promoter may recommend to IMCA the licensing of any other track officials. All officials' licenses are confirmed with local promoters before being issued.
2. Licensed officials are required to interpret and administer IMCA rules impartially and fairly with all competitors.
3. All officials will operate under the guidance, supervision and decision of the promoter. They will refer all disputes to promoter.
4. IMCA membership card, insurance and decals will be furnished to licensees, along with monthly newsletter. The license fee is \$70 annually.

ASSOCIATE LICENSE

1. Any person may apply for an associate license, but it is not mandatory. The associate license is a non-participant license and is valid from date of purchase to December 31 of the year in which purchased.
2. IMCA membership card, insurance and decals will be furnished to licensees, along with monthly newsletter. The license fee is \$75 annually.
3. The holder of the associate license will receive the \$5,000 accidental death, dismemberment and paralysis policy, as well as the \$100,000 excess medical insurance policy described above. These policies will cover an associate member only while as an observer at an IMCA sanctioned race, and will not cover them if they are competing as a driver.

GENERAL RULES

1. All IMCA rules apply at all IMCA sanctioned events. IMCA members agree to abide by the official decisions.
2. Any rule amendments that are published during the course of the season in Inside IMCA, the official newsletter of IMCA, will be amended on www.imca.com and will be considered a part of the rules and all personnel are responsible for carrying out these rules.
3. Track officials shall have responsibility for rules and regulation enforcement at IMCA weekly sanctioned events. At discretion of track official(s) in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All disputes developing as a result of local

track rules must be settled at the track.

4. No driver or crew member may enter the racing area until he/she has completed all releases, registrations and/or entry forms. No person will be allowed to sign release and waiver sheets for anyone other than themselves.
5. Consumption of alcoholic beverage by driver or his/her crew in advance of, or while competing in any IMCA sanctioned program is strictly forbidden. Any driver showing evidence of alcohol consumption will be required to leave the premises immediately and may be subject to a fine of no less than \$250. Use of illegal drugs at any time shall be cause for immediate, indefinite suspension and/or fine of no less than \$250.
6. No driver changes will be made at any time without previous notification of officials. All changes must be made in the pits only, at discretion of officials.
7. The driver is qualified and receives points, not the race car. Any driver wishing to change cars or engine options must be qualified to compete in the race for which he/she is changing cars or engine options, and must start at the rear of that race. Once a driver has changed race cars or engine options, he/she must finish the program with that race car or engine. NOTE: This rule does not apply if a track or event has a policy not allowing driver changes. Drivers changing race cars or engine options are not eligible for provisional position. Drivers changing cars, engine options, or provisional drivers cannot claim. Once race cars are staged, no driver/car changes allowed. Any driver allowing another driver to use his/her race car, or any driver changing cars when not qualified to do so, forfeits any points earned in that event.
8. Driver is sole spokesman for car owner and pit crew in any and all matters pertaining to the race and the driver only shall take part in any arbitration with the officials.
9. No IMCA member shall participate in any fight on the premises.
10. No IMCA member shall subject officials to abuse or improper language.
11. Driver is responsible for the conduct and actions of their crew members.
12. Unsportsmanlike conduct or participating in any action or activity considered detrimental to IMCA racing or an IMCA track, at any sanctioned event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by IMCA.
13. IMCA and promoter reserve the right to inspect race car at any time. They further reserve the right to disqualify any driver and race car from competition and confiscate any and all illegal parts. It is the responsibility of the driver and crew to disassemble 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 fine and/or suspension.
14. Approval of a race car by inspector shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. IMCA and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from same.
15. Any car, under protest or claim, taken from premises without first clearing with official in charge will subject car and driver to disqualification and forfeiture of prize money and points.
16. Any driver or race car under suspension may not participate in any IMCA event.
17. No driver, car owner, or mechanic shall have claim for damages, expenses or otherwise against IMCA, promoter, or any officials, by reason of disqualification, confiscation, or damage to, either race car or driver or both; and car owner, driver and mechanics agree the track is in safe condition if they take part in racing activities.
18. All drivers, car owners and mechanics assume full responsibility for any and all injuries sustained including death and property damage, at any time they are on the premises, or en route to or from the premises.

LINE-UP PROCEDURES *(Unless otherwise noted, these procedures apply to all IMCA divisions.)*

1. First night, all drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw. NOTE: IMCA Late Models draw first two nights.
2. For all future track points nights scheduled for the season, heats are lined up by driver's three-event IMCA point average, stagger inverted, lowest point average to front, highest point average to rear. Point averages are figured by driver's average IMCA points earned in driver's three most recent appearances in weekly points events at the track. New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up at discretion of officials.
3. "B" mains are lined up straight up from heats with highest finishers to front.
4. When one heat is run, top five qualifiers will be inverted for feature lineup according to three-event IMCA point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to three-event IMCA point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to three-event IMCA point average. IMCA and promoter reserve the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of "A" feature is lined up straight up from heats and/or "B" features. NOTE: IMCA Late Models - 18 or more cars will require at least three heats. (Half-mile tracks have the option of not using three heats until there are 22 or more cars.)
5. A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.
6. Driver does not lose point average for missing any race nights. Once driver establishes a point average, the driver maintains a point average for remainder of the season.
7. There are no double feature nights allowed, excluding rainout make-up features. A program is not considered a rainout unless qualifying races have been completed. If feature is rained out and will not be run at later date, all drivers are to be awarded last place points.
8. Track option to line up season championships straight up by total points.
9. Other than opening night, track may have additional programs where a draw-redraw system may be used for line-ups. Track may hold one draw/redraw program for every four weekly track points events scheduled for the season. Non-track point events are excluded. Must be requested in writing and approved by IMCA prior to race.

RACE PROCEDURES

1. The number of cars starting a race is determined by the track officials and depends on the type of event, width, length and condition of track.
2. Race car must display number as assigned by track personnel. It must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible. All race cars must display the official IMCA decal and required contingency decals, which will be furnished by IMCA.
3. Promoter and IMCA officials will not be responsible for allowing a late entry to compete. Rejection of entrants at any given time is allowed but pit gate closing time should be known to all competitors.
4. Any driver not ready to compete when called may be sent to rear of starting line-up, or left out of balance of program at discretion of official in charge.
5. Once a race is started on a preliminary line-up lap, disposition of cars not in position shall be at discretion of officials.

6. A race may be stopped at discretion of officials at any time, if considered dangerous to continue, but only officials have the right to stop a race. No driver, car owner, pit man or mechanic may use any signaling device for purpose of signaling competitors.
7. If track has pre- or post-race inspection, those drivers not reporting to the inspection area may be disqualified and given last place points.
8. No race is official until officials make declaration of final scoring of positions.
9. No race car is to receive assistance after white flag is displayed and all finishes must be made under car's own power or momentum.
10. A dead heat may or may not be re-run at discretion of officials. If dead heat is not re-run, prize money and points for both positions under contention shall be divided equally.
11. No person shall be allowed on track during a race except officials.

POINT STRUCTURE *(Unless otherwise noted, this point structure applies to all IMCA divisions.)*

1. Weekly 'A' Feature win is 40 points, with each subsequent position worth one point less, with 24th position in feature worth 17 points. If more than 24 cars start feature, all positions from 24th back receive 17 points. If track runs a 'B' feature(s), first non-transferring driver receives 16 points and each subsequent position, back to sixth position, receives one less point per position. Sixth position and back in 'B' feature(s) receive 11 points. This applies to all 'B's, even if more than one is run. Drivers must compete in heat race or feature to receive any points (minimum 11 points) – NO SHOW-UP POINTS. If no points are awarded, the event will not be figured into driver's point average. (IMCA Late Models — heat points are awarded as follows: 1st - 3 points; 2nd - 2 points; 3rd - 1 point.)
2. Should a driver qualify for 'B' feature or 'A' feature, and is unable to compete, they will be scored in last position and receive points accordingly. (Promoter's discretion whether vacated position is filled in feature by next qualified driver.) In the event of a track running make-up features, if driver competes in first feature, but is unable to compete in second feature (crash, blown engine, etc.), driver will receive last position points in 'A' or 'B' feature, accordingly.
3. If less than ten entries for any given night, for each car less than ten, one point fewer than normal is awarded for feature finish. For example, if nine cars entered, feature win would then be worth 39 points; for eight entries, win would be worth 38 points, etc.
4. Driver must participate at minimum 50% of weekly sanctioned point events at a track to be eligible for IMCA track point fund. Track must complete at least four race programs to crown a champion. All NATIONAL and REGIONAL champions are expected to attend the IMCA national awards banquet. Any NATIONAL and REGIONAL champions not attending the national banquet will receive 50% of advertised NATIONAL and REGIONAL point fund.
5. TRACK standings are based on driver's total cumulative points at that track.
6. STATE standings are based on driver's total cumulative points for first 50 sanctioned events at tracks located in that state in the Modified, Stock Car, Hobby Stock, Northern SportMod, Mod Lite and Sport Compact divisions; and based on driver's total cumulative points for first 40 sanctioned events at tracks located in that state in the Late Model, Sprint Car and Southern SportMod divisions.
7. REGIONAL and NATIONAL standings for 2023: Modified, Stock Car, Hobby Stock, Northern SportMod™, Sport Compact and Mod Lite drivers will use their BEST 25 finishes of their FIRST 50 starts at sanctioned events in their region to determine their regional and national standings. Sprint Cars, Late Models, and Southern SportMods™, along with Junior National and Lady Eagle championships, will use BEST 20 finishes of their FIRST 40 starts. (Non-point disqualifications will not be included in race starts).
8. SERIES standings are based on driver's cumulative points in that series; "Best of" exceptions may apply in certain series.
9. NATIONAL standings are based on driver's regional standings (if division has regions). Driver may cross regional boundaries and receive 'home' region points at specified IMCA special events. Those events must be identified and published prior to the event occurring. No 'home' region points will be retroactively applied for any reason – no exceptions.
10. BONUS POINTS: A bonus will be awarded for winning a track championship, one per division per track. No bonus points awarded to series champions; exception is Sprint Car division. One bonus point will be awarded per each track's average car count in that division, with a maximum of 15 points earned for any track championship. For example, if track averages 12 cars, track champion will be awarded 12 bonus points; if track averages more than 15 cars, bonus is capped at 15 points. Bonus points will be ADDED to driver's year end point total (they will not replace finishes). Driver is awarded one track or series championship for bonus points in Sprint Car and Mod Lite divisions and one track championship for bonus points in Late Model and Southern SportMod™ divisions (if driver gets more than one championship, highest number is used). Two track championship bonuses will be awarded in Modifieds, Stock Cars, Northern SportMods™, Hobby Stocks and Sport Compacts, with maximum of 30 cumulative bonus points. No bonus points are included in determining Junior National or Lady Eagle championships. Track must schedule and complete at least eight race programs for full bonus point structure to apply; bonus will be pro-rated for track completing less than eight scheduled events. For tracks that schedule between four and seven races, IMCA will recognize a champion, but will not award or pro-rate any bonus points.
11. TIE-BREAKER: Should two or more drivers have the same point totals at season end in track, series, state, regional or national standings, number of sanctioned 40-point feature wins will decide tie-breaker, then 39-point finishes, then 38-point finishes, etc.
12. Any additional IMCA sanctioned events to be added to original schedule must be submitted in writing and approved prior to that event. After September 1, no schedule changes (except season championship) or additions will be considered.
13. 2023 IMCA POINT SEASON: January 1: Point season opens ... August 31-September 4: No RaceSaver Sprint Car points (Sprint Car Nat'l's) ... September 1-3: No Mod Lite points (Super Nationals) ... September 4: No Late Model points (Super Nationals) ... September 5: No Sport Compact points (Super Nationals) ... September 4-10: No Modified, Stock Car, Hobby Stock or Northern SportMod points (Super Nationals) ... September 24: Point season ends.

ALL CLAIM PROCEDURES *(Dollar amounts and items not included with claim, can be found in each division's rules.)*

1. In order to receive claim card, IMCA license must be purchased prior to June 1. Exception is any driver selling an engine at an IMCA sanctioned event after June 1, will be issued a claim card.
2. Claim rule will not be in effect on first TWO track point nights. Following second night, no driver may claim unless they competed at ALL previous weekly sanctioned track point events. Engine claim rule will not be in effect on season championship night. Exception is: If a driver is claimed at any weekly point event, he may claim at any following event at that track without needing perfect attendance.
3. Driver can only claim one engine, one shock (one or all shocks at the same time), and one carburetor during current calendar year. Exception is after any driver has had more than one engine claimed, they are eligible to claim as many engines as they have had claimed and will be issued a 'Red Card' from IMCA enabling them to do so - once they have made a legal claim.
4. Driver allowed only one claim per event, regardless of outcome. Driver claiming engine cannot claim shocks or carburetor on same night. No driver may claim the same driver more than once during current calendar year - engine, shocks or carb. Driver being claimed is subject to only one claim per event. If multiple claims are made on same driver, engine claim takes precedence over shock and carburetor claim. Shock claim takes precedence over carburetor claim.
5. When claim rule is in effect, top four finishers must report directly to claim area and are subject to claim by any eligible driver finishing fifth on back in feature that is scored on the lead lap. Should one (or more) of the INITIAL top four finishers be disqualified, ANY DRIVER ADVANCED INTO

TOP FOUR is NOT eligible to CLAIM or BE CLAIMED.

- When claim rule is in effect, failure to report directly to claim area will result in disqualification, loss of money and points for first infraction (all items are still claimable); will be treated as engine claim refusal for second infraction. (Exception: If car is involved in accident or rendered unable to report directly to claim area. Car should be taken to claim area.)
- Driver making claim must drive immediately after feature, under own power, directly to claim area. Driver must have correct amount of cash, current IMCA License and claim card on person. Driver may not claim without any of these items or using receipt.
- Claim must be made to official immediately after feature. Highly recommended only involved drivers and officials allowed in claim area, and drivers remain in cars. No communication of any kind between drivers and anyone outside claim area.
- Only driver may claim and agree to sell or refuse. In case of multiple claims on same item, drawing will be held to determine outcome. Claim is not charged to drivers not awarded item. If first eligible driver withdraws claim, next eligible driver will be awarded claim.
- Once claim has been made and accepted, engine should not be started and car should be pushed to where removal will occur (both cars are to be pushed with exchange claim). Under certain circumstances, engine may be started at discretion of officials.
- Any driver voluntarily withdrawing a legal claim will be charged with the claim and fined \$200. If exchange option is chosen by claimed driver, claiming driver can not withdraw claim, if so, claiming driver will be issued refusal penalty.
- All claimed items must be removed at the track, within a reasonable amount of time (at discretion of track officials) and must leave the track under possession of claiming driver. If any driver is caught at the track claiming for another driver, both will be issued the claim refusal penalties in that division.
- Any sabotage MUST be discovered during engine removal. Drivers are accountable for sabotage and will result in same penalty as engine claim refusal in that division. IF SABOTAGE IS DETERMINED by official, claim will be disallowed and money returned to claimer. Once engine is released to claiming driver, no sabotage penalties will be issued.
- Disqualification of claimed or claiming driver will not affect legal claim (EXCEPTION IS RULE #5). Claimed item will be removed and transferred prior to any penalties being assessed.
- Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine and/or suspension.
- Any driver that completes a legal claim must compete at the next weekly sanctioned track point event at that track or he/she will be issued the claim refusal penalties in that division.
- NON-TRACK POINT/SPECIAL EVENTS: All engine claim cash amounts in each division increase \$500, with "OR EXCHANGE" option added. (For example, during a special Hobby Stock event, the claim would be \$1,050 OR exchange).
- Promoter may claim, for proper dollar amount, any claimable item at any time, unless that driver has made a legal claim in that event. Any promoter directly affiliated with an IMCA car in competition (at their track) forfeits right of promoter claim. Driver claim takes precedence over promoter claim.
- During any cash claim, all claimable items should be inspected for legality prior to transfer of items. If claimed item is found illegal, driver is disqualified. Claimer then has option to accept or decline claim. If declined, claim is not charged on card. Additional penalties may apply, depending on infraction.
- During any exchange claim, both items exchanged must be legal. If any claimed item is found illegal, driver with illegal item is disqualified. Driver with legal item has option to accept or decline claim. Additional penalties may apply, depending on infraction.
- IMCA reserves right to refuse issuance of claim card, to revoke claim card and claiming privileges, or deny any claim if and when deemed necessary. IMCA reserves right to claim, for proper dollar amount, any claimable item at any time.

SHOCK CLAIM PROCEDURES

- Follow all engine claim procedures and eligibility requirements. Penalty for shock claim refusal is \$1,000 and 30-day suspension.
- IMCA Modifieds, Stock Cars, Northern, Southern SportMods™ and STARS Mod Lites - Any eligible driver finishing fifth on back in feature that is scored on the lead lap can claim any shock for \$100 from any of the top four drivers. One or all shocks may be claimed, counting as one claim.
- IMCA Hobby Stocks - Any eligible driver finishing fifth on back in feature that is scored on the lead lap can claim any shock for \$50 from any of the top four drivers. One or all shocks may be claimed, counting as one claim.
- Should any driver voluntarily withdraw a legal shock claim, he/she will be charged with a claim with no penalty.

CARBURETOR CLAIM PROCEDURES

- Follow all engine claim procedures and eligibility requirements. Penalty for carburetor claim refusal is \$1,000 and 30-day suspension.
- IMCA Stock Cars, Northern and Southern SportMods™ - Any eligible driver finishing fifth on back in feature that is scored on the lead lap can exchange carburetor with any of the top four drivers. Both carburetors must be inspected and deemed legal prior to exchange. Should either carburetor be illegal, claim is void and driver is disqualified. Northern and Southern SportMods exchange must be four-barrel for four-barrel and two-barrel for two-barrel.
- IMCA Hobby Stocks - Any eligible driver finishing fifth on back in feature that is scored on the lead lap can claim carburetor of any of top four drivers for \$100. Claimed carburetor must be inspected prior to removal. If found illegal, claim is void and claimed driver is disqualified.
- Should any driver voluntarily withdraw a legal carburetor claim, he/she will be charged with a claim with no penalty.

CLAIM REFUSAL

- Refusal to sell any claimable item forfeits all cash, trophies and contingencies for feature and all IMCA points in all claim divisions for calendar year.
- Any driver refusing a claim, when claimed within rules, regardless of reinstatement with IMCA, loses right to claim any other IMCA driver for 12 calendar months from reinstatement date.
- First refusal will also result in driver being suspended for 30 calendar days from IMCA events in all claim divisions from refusal date and until proper cash fine is paid to IMCA. Second refusal will result in driver being suspended from IMCA events for one year from refusal date and until \$5,000 cash fine is paid to IMCA. Third refusal is permanent suspension from IMCA.
- Engine refusal fine – Sport Compacts, Hobby Stocks, Northern and Southern SportMods™ \$1,000; Stock Cars \$1,500; Modified \$2,000. Shock and carburetor refusal fines - \$1,000 in all IMCA divisions.
- All fines must be a cashier's check or money order and be received by IMCA prior to driver returning to competition. Track may also suspend car for duration of penalty.
- Regardless of claim outcome, claim is charged to claiming driver in case of a refusal. (Exception is: in case of sabotage).

CRATE ENGINE PROCEDURES

- Must use unaltered GM crate engine with authentic GM seal bolts – NO EXCEPTIONS.
- In addition to authentic GM seal bolts, all GM 604 crate engines must have IMCA Cable-Loks.
- GM seal bolt exception is IMCA approved and issued Cable-Lok repair system.

4. No repairs allowed for non-licensed drivers or for GM crate engines determined to be damaged at non-IMCA sanctioned events.
5. No repairs allowed for any drivers that have been penalized for tampering or illegal parts on crate.
6. Crate can be repaired once per year/per member only.
7. Oil pan may be replaced by IMCA certified repair center with the corresponding Champ or Kevko replacement oil pan and pick-up. See divisional rules for approved part numbers.
8. Any driver using crate engine cannot claim engine or have engine claimed. During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.

PROTEST PROCEDURES

1. Protest must be in writing and filed with official within a reasonable time, at discretion of officials, after feature race is completed, and must be specific in alleged violation to determine whether protest is allowed or rejected. No protest of any type will be allowed after post-race inspection has been completed. One item per protest - per event - only. Drivers may not protest more than one car per event, another driver finishing in a position behind them, and may not protest same driver more than once per calendar year.
2. All protests will be handled at track level and must be accompanied with the appropriate cash deposit.
3. \$150 general protest. \$50 of the deposit goes to the track and will not be refunded, regardless of the outcome of the protest. If item being protested is found legal, \$100 will be awarded to protested driver. If found illegal, \$100 deposit will be refunded to protester.
4. \$300 engine protest. \$100 of the protest fee goes to the track and will not be refunded, regardless of protest outcome. \$200 will be returned to protestor if engine is found illegal. If engine being protested is found legal, \$200 protest fee will be paid to driver being protested. Promoter may protest any engine.
5. Driver may only make one protest per event, may not protest another driver finishing in a position behind them and may not protest same driver more than once per calendar year. One protest allowed per event, draw determines multiple protests.
6. Under engine protest, following MUST be inspected: intake manifold, cylinder head (removal required, except for Mod Lites), bore and stroke, and visual inspection in oil pan.
7. If parts are found illegal, or if driver refuses to submit to protest, first infraction will result in forfeiture of all cash and contingencies, trophies and points earned in feature.
8. IMCA logo (if applicable) will be removed from heads, serial numbers will be recorded and all sanctioned tracks will be notified.
9. Any situation not covered by these rules shall be referred to IMCA for decision. This protest must also be in writing and accompanied by deposit.
10. The party against whom a protest is made has a right to know the charge and have a written copy thereof so that they may adequately defend themselves against any action.
11. Second violation will result in 30-day suspension from all IMCA sanctioned events and until such time as a \$1,000 fine is paid to IMCA.

AUTOMATIC PENALTIES

1. Electronic traction control device: Automatic disqualification and \$10,000 fine. If found with an electronic traction control device at any point during an IMCA sanctioned event, driver loses all IMCA points in all divisions and is suspended until fine is paid. Device may be confiscated and retained by IMCA.
2. Use of data acquisition is strictly prohibited at IMCA sanctioned events. This includes any scheduled official event practices or hot laps. Will result in disqualification from event, \$10,000 fine, 30 day suspension from all sanctioned events and loss of points for the season.
3. Upon inspection, any different, altered or missing GM seal bolts or IMCA Cable-Loks will result in disqualification, loss of all IMCA points for the season, 30-day suspension from all IMCA-sanctioned events and a \$10,000 fine. In lieu of \$10,000 fine, driver may forfeit illegal engine to IMCA for destruction and pay \$1,000 fine. Event disqualification, loss of all IMCA points for the season and 30-day suspension from all IMCA sanctioned events still apply. Any GM crate determined to be illegal will have the IMCA seals removed.
4. Disqualification and \$250 fine for any crate engine not using required carb spacer, unaltered harmonic balancer, pushrods, keepers, retainers, valve springs or rocker arms.
5. IMCA reserves the right to have all race cars use the same fuel or fuel mix. Fuel sample may be taken from any car at any time. Penalty for illegal fuel is disqualification from event and \$250 fine - first offense. WARNING - ethanol blended fuel may not pass IMCA fuel tests.
6. Use of non-stamped tires in any division requiring IMCA stamped tires will result in disqualification and a \$250 fine. When prohibited, use of siped or grooved tires or non-stickered wheel will result in disqualification and loss of points. Chemically treated tires will result in \$1,000 fine, 30-day suspension and loss of all points for the season; second offense will result in \$2,000 fine and 60-day suspension.
7. Fighting and/or physical assault: First violation, minimum \$250 fine and/or suspension. Second violation is a minimum \$500 fine and minimum two-week suspension. Third violation is a minimum one-year suspension.
8. Unsportsmanlike conduct and/or verbal assault: First violation, minimum \$100 fine and/or suspension. Second violation is a minimum \$250 fine and minimum two-week suspension. Third violation is a minimum one-year suspension.
9. Rough driving - Penalties including fines, suspensions and points to be at discretion of track officials, and IMCA may impose penalties based on severity of incident.
10. Any driver intentionally using his/her vehicle in a malicious manner: minimum \$250 fine and/or suspension at discretion of officials and IMCA.
11. Physical assault of an IMCA or track official, or promoter. First violation is a fine of no less than \$1,000 and/or suspension of driver of no less than 21 days.
12. Refusal by driver to sign deficiency slip will result in immediate disqualification and suspension from remainder of event in all divisions.
13. \$1,000 fine, 30-day suspension and loss of all points for the season for utilizing altered-rev limiter components.
14. Use of counterfeited IMCA branded products will result in disqualification from event, \$1,000 fine, 30 day suspension from all sanctioned events and loss of points for the season.
15. Any driver failing to meet minimum weight requirement results in disqualification and last place points. Any driver losing ballast while in competition will result in disqualification and 0 points.
16. Repeated violations of IMCA rules may result in permanent suspension. All incidents will be referred to IMCA by promoter, with his/her recommended penalties. All penalties imposed by IMCA are cumulative, not on a per-year basis.
17. No person, promoter, official, member or other person affiliated with IMCA will be placed under permanent suspension without review by IMCA.
18. If driver receives a disqualification for evening and no points, it is the same as if the driver did not compete that evening. No points are awarded and it does not constitute a track visit as applied to eligibility to claim or for calculating weekly point average. If a penalty calls for disqualification and last place points, the driver receives points for the last position in the race he/she is competing in.