

Skagit Modified Rules

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum acceptance requirements for such auto racing 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 OR SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules and regulations are intended as a guide for the conduct of auto racing at Funtime Promotions Events and are no way a guarantee against injury, or death to a participant, spectator, officials or others. The Race Director and/or Technical Director shall be empowered to permit minor deviation from any of the specifications or rules herein, or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM SUCH ALTERATION OF THESE SPECIFICATIONS OR RULES.

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

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

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 is aware that auto racing involves risks and that by competing in that event the driver assumes these risks with full awareness and knowledge.

ALL RULES ARE SUBJECT TO THE INTERPRETATION OF THE TRACK MANAGEMENT AND OFFICIALS, ANY EQUIPMENT THAT IS CONSIDER EXOTIC OR NOT IN THE SPIRIT AND INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. *IN THE INTEREST OF FAIRNESS THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION.*

The spirit and intent of the rules is the standard by which all track events will be governed. Track Tech officials are authorized to decide if an equipment change, or modification is an attempt to circumvent these rules. Track officials can and will disqualify a race car in violation of the spirit or intent of 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 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 all 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.

All participants are expected to take pride in being part of Funtime Promotions weekly program. Auto racing entertainment is what we have to offer and we will not tolerate the lack of professional attitude, conduct or appearance of car, driver crew or others involved.

Any prohibited or illegal part found may become the property of Funtime Promotions.

Burden of proof for all construction, safety and legality rules will be the responsibility of the driver and/or car owner.

These rules are a guidelines. Contact the race director / Technical Officials for questions about your racecar.

These rules are intended to create an inexpensive class of racing that is equally competitive and affordable for all participants with Funtime promotions.

Rules may be subject to change at any time in order to ensure a safe competitive level of competition.

ELIGIBILITY

1. Modified Drivers must be a minimum of 16 years of age. 14 and 15 years old may apply for a variance

All crew members should be a minimum 12 years of age.

2. All Modified Drivers and Crew Members under 18 years of age must present a notarized minors release that is signed by both parents or guardians to Funtime Promotions before they will be allowed in the pit area.

3. Releases signed by individuals under 21 years of age are not valid in the State of Washington.

4. All Modified drivers, must be registered members of track/Funtime Promotions in good standing.

5. All entrants must have a valid event pit pass. **ENTRANTS MUST WEAR THEIR PIT BAND AT ALL TIMES.**

PROTEST, APPEALS AND COMPLAINTS

1. All manner in which protests and appeals must be made in the Modified Division, shall be governed by this rulebook.

2. Any protests, disputes, questions, or problems must be directed, **by the Driver or the registered Car Owner to the Race Director.**

3. Protests, as to an official decision, must be submitted in writing, by the Driver or registered Car Owner to the **Race Director** within 20 minutes of the official decision being levied. Only a Driver or registered Car Owner in the same class may submit a protest.

4. If a current member who is a competitor believes that another competitor has or will obtain a significant unfair advantage by some action that the member believes is in violation of the rules, the member may protest such action to the Race Director. The protest must be made in writing by the competitor (or Car Owner) within twenty minutes after the checkered flag is displayed signifying the completion of the race. Each separate protest shall be accompanied by a \$100.00 protest fee. The Race Director and/or Technical Director shall decide whether the matter is protest-able, and if so shall decide the protest as promptly as possible, and shall inform the parties to the protest of the decision. A decision that the matter is not protest-able is final and non-appeal able.

In deciding the protest, Race Director / Officials may take whatever action deemed appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualification's, suspension, fines, and/or loss of finishing position(s) in the event), awarding or subtracting of points, or taking no action. Their decision is final. If the protest is allowed, the money will be reimbursed to the person protesting. If the protest is disallowed, the money will go to the person being protested, less \$25.00 for chassis or \$50.00 for the engine, for administrative fees.

TRACK RULES

1. 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.
2. The **Race Director** will be the sole **authority** in the pits. The **Race Manager with the assistance for the Race Director** will be in charge of on-track competition. The **Technical Director with the assistance of the Race Director** will enforce all tech legality and protests.
3. **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.
4. Any complaints, disputes, questions, or problems must be directed, **by the Driver or registered Car Owner**, to the Race Director immediately following the event.
5. When asked to remove a part or tear down for tech inspection and you refuse, you are subject to a fine, probation, disqualification, and/or suspension.
6. **Protests, complaints, disputes, or problems, will be handled in the pits at the completion of that race or completion of the nights racing events if possible by the Race Director. Complaints are not to be made to the scorers or announcers. Any driver, car owner, crew member or family member who goes to the scoring tower at any time to dispute a call will result in the driver and/or car owner of the car being fined and or suspended.**
7. Any Driver stopping on the racing surface to argue with an Official, in regards to an officials decision, will be automatically disqualified from the event.
8. Any Driver or Crew Member who is injured or involved in an accident must submit to a check by the medical

attendants. Any Driver involved in a serious accident will not enter or re-enter a race until approval to do so is given by Officials and medical attendants.

9. Driver's meeting is mandatory. Driver must attend;

10. Radios are NOT allowed in the Modified division. Raceceivers are mandatory in the Modified division. All cars must run a transponder.

11. Permission must be obtained from the Race Director before entering the track, other than the designated practice or race time may be taken. It is the car owner / drivers responsibility to make sure that their car is legal and meets all safety standards. It is not the management's responsibility other than at post race inspections.

12. 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.

13. No personal cars or vehicles in the pit area.

14. One person should remain with the race car at all times.

15. 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.

16. Waste oil must be placed in waste oil barrels at the designated waste oil area. Failure to do this will result in a minimum fine of \$200.00.

17. Unsportsmanlike conduct by drivers will not be tolerated. An appropriate penalty will be issued.

18. Verbal or physical abuse of anyone will not be tolerated. Minimum one week suspension, fine or both.

19. Any competitor or Crew Member who participated in a fight or verbal bullying in the pits, or on the race track, 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.

20. Any competitor or Crew Member, who has a pit band, who is **under the influence** of any alcoholic beverage, drugs or is otherwise under the influence **of any controlled substances** will result in disqualification and a possibly a minimum fine of \$500.00 along with a suspension.

21. 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 Manager.

22. If at the conclusion of the season 2 or more drivers and / or car owners are tied in points they will be awarded equally for the tied position.

23. ROOKIE OF THE YEAR: If you are competing for Rookie of The Year, you must not have competed in more than five (5) races in your division and/or an upper division, in any year prior.

24. Any car continuously unable to start under its own power may be liable for a penalty or disqualification from the event or from the complete program.

25. 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.

26. 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.

27. No racecars will be allowed on the track until the track has been opened for official practice or racing.

28. No persons allowed to ride on the outside of a racecar, tow vehicle or trailer at any time.

29. No speeding in the pits. You must use caution while driving in the pit area or you will be subject to a fine or suspension. No erratic

driving.

FLAGS

1. ORIGINAL START: You must take the original Green Flag at the start of the main event in order to compete in that main event. If you come out once the race has started, you will be **disqualified**.

2. On the original start of any race, Drivers must stay double file nose to tail and may not pass until you cross the chalk line in turn four. If you pass before the chalk line, you will be penalized two positions at the next race stoppage or at the end of the race. There will be a white line in turn 4 to indicate where the race is started. Drivers on the front row of any race that deliberately jump a start may be put back a row.

3. On any start of a race, if a car drops out, the row will move up, **no criss crossing**.

4. RE-STARTS: All restarts will be double file behind the leader, the leader will set the pace. No passing until you pass the chalk line in turn four. If you pass before the chalk line, you will be penalized two positions at the next race stoppage or at the end of the race.

5. GREEN FLAG: On any start or re-start, you will always receive the green. If the Race **Manager** does not like the start, it will be yellow flagged and re-start the race. Drivers on the front row of any race that jump deliberately may be put back a row on the restart. You must remain side by side until you pass the chalk line in turn four.

6. YELLOW FLAG: When a yellow flag or yellow lights comes on, you will slow and maintain your position, you may not pass, failure to do so will result in being put to the back of the field. Under each caution, yellow laps will **NOT** count. No racing back to the yellow. **Remain in single file** and wait for the Officials to direct you to your proper restart position. If you are involved in or cause a caution, you go to the rear of the field. **Any driver causing two yellow flags will be disqualified for that event.**

7. RED FLAG: Cars must come to a complete, safe stop. Drivers are not allowed

to move their car off the track on a red flag. Drivers may exit the track, only by permission of an Official or when the track goes to a yellow condition. Failure to abide by this rule will result in a disqualification.

8. BLACK FLAG: Drivers receiving a black flag will leave the track immediately, failure you to do so will result in disqualification from that event.

RACE PROCEDURES AND LINEUPS

1. Each car will draw a pill for their heat race starting spot. Pill draw will determine qualifying groups.

2. Heat Races: 27 or less cars: 3 heats will be **eight (8)** laps. Heat races will be **lined straight up by the pill draw**. Heat race finish determines the main event line up before the invert. **Top 5 to the A main. B main straight up by heat race finish.**

3. MAIN EVENT: Twenty (25) laps. A maximum of **eighteen (18)** cars will start the A-Main. **Straight up by heat race finish before inversion is applied. Promoters option to add cars.**

4. Feature line up will be inverted by '0', '4', '6', or '8' cars for the start.

5.1. At Mid-season Championship the format will be a regular event format with pill draw, heats and mains.

5.2. Championship Night the top six in owner points will line straight up by points, they will race a six lap scramble race. The remaining cars will draw a pill and start straight up behind the top six. The top six will race a six lap scramble race. Lined straight up by points, the finish determines the starting lineup for the A-Main

5.3. Switching car number and driver not permitted. On Mid-season and Championship night, the top six (6) in points will be locked into the A-Main. The remaining cars will draw a pill and start straight up behind the top six. The top six will race a six lap scramble race. Lined straight up by points, the finish determines the starting lineup for the A-Main

6. Each driver can enter only one car. No driver will be permitted to change cars after taking the green flag of his/her heat. An exception to this rule will be a two day race.

8. Race format and/or changes will be presented at the drivers meeting.

9. The lineup posted on the pit board shall be final. In the event of a car dropping out, the row will move straight forward.

10. The start will be official with the green flag. No passing the pace vehicle without permission. Violators will be sent to the rear of the field or the pit area.

11. A white line or Cone will be placed on the turn 4 area for all double file starts. All cars must remain in proper order until they pass the chalk line or cone. If the front row car or cars are out of position a yellow may be displayed, and a warning given to offender. Any further violation will result in the offender being placed a row back. Any other car not in proper position, in the Officials judgment, may be penalized a minimum of 2 positions for each position gained. This penalty will be imposed on the next race stoppage. If there is no race stoppage the penalty will be enforced at end of race.

POINTS SYSTEM

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

50 points will be awarded to all drivers that fail to make the "A" feature.

5 points extra will be awarded if a B main is run to cars that race the B main but fail to make the A main.

1. SAFETY EQUIPMENT: Rules apply at all times car is on track. Snell rated SA2010 or SA2015 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 composite or plastic body panels allowed except roof rock guard and hood scoop. 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. 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 rear roll cage. No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. 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. No reflective doors or quarter panels. Body may be maximum one inch outside of rear tires (both sides) for clearance. 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 frame rail 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. All shocks must completely collapse at any time. One additional shock allowed in pull-bar area. 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 \$50 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/coilover 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 solid square, or 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, conditioning, or grooving of tires (refer to www.imca.com for automatic penalties). Tires may be ground or straight siped within confines of tread (not past factory straight line). 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 95dB max.**(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. Pickup 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 fourbarrel carburetor only with Holley OEM or OEM replacement booster. Aerosol carburetor is allowed. No ICT type boosters allowed. *Fuel shutoff 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 or alcohol. Racing fuel and E85 allowed. NO performance-enhancing additives. Upper cylinder lube allowed with alcohol only. 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: 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 6,400 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 revlimiter 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 explosionproof 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. Additional IMCA Cable-Lok system recommended. Upon inspection, any different, altered or missing GM seal bolts will result in a fine and disqualification. 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: See point structure at the bottom of the track / series rules.

27. EIRI: (Except in rare instances)

Decisions of Track/ Funtime Promotions

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 Funtime Promotions

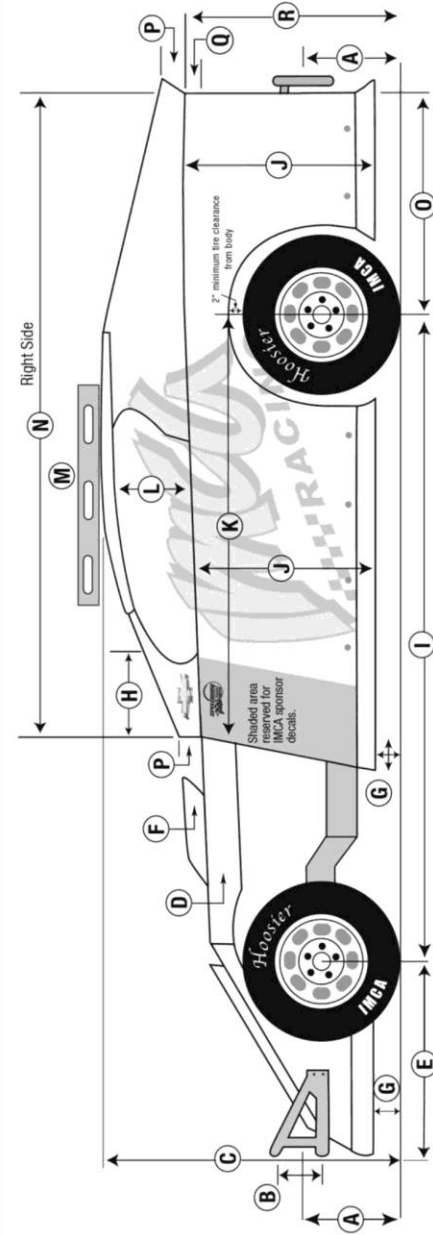
Management. Any rule changes or

clarifications during the course of the

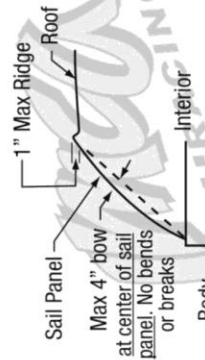
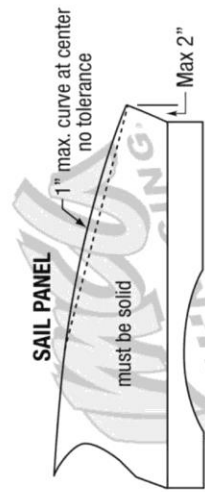
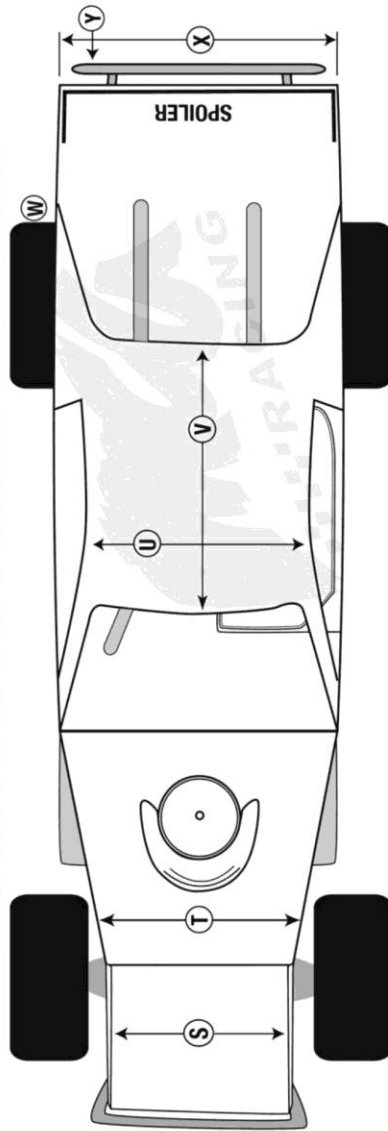
year will be amended at Funtime

Promotions websites.

IMCA Modified Body Dimensions For 2020



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



- 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. 27" 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 within 2" of outside edge of interior deck.