

I-96 SPEEDWAY AND EVENT CENTER 2016 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 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.

1. IMPORTANT - Participants are not employees of I-96 SPEEDWAY AND EVENT CENTER but are independent contractors and assume all responsibility for all charges, premiums and taxes payable on any funds they may receive as a result of their participation in any events as drivers. Participants will be required to be licensed by I-96 SPEEDWAY AND EVENT CENTER in order to compete. All licensed drivers must read and understand the licensing agreement.
2. Drivers or car owners will be paid all monies and must furnish I-96 SPEEDWAY AND EVENT CENTER with their valid Social Security Number. Failure to furnish valid Social Security Number, or furnishing false Social Security Number, may result in not being paid, a fine and/or suspension.
3. Personal quads or golf carts are for fuel and tires only. Must have car # and name clearly displayed. This is a privilege and will be revoked if deemed necessary. At no other times is there to be any personal quads or golf carts driven, at any time, on any part of property. All pit vehicles must stay behind safety fences off and away from the track surface once the first green flag drops for the race night.
4. There is a **10 mph speed limit in the pit area** at all times. Drivers will only get one verbal warning. Extreme violations will result in penalties to be determined by I-96SEC officials.
5. Personnel vehicles that are not towing a trailer will not be allowed in the pits. Only exception is handicap vehicles with a I-96SEC issued parking permit. Following the races, no vehicles will be allowed to drive into the pits until 30 minutes after the last race.
6. 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 it is deemed necessary, officials may insist on a physical examination of any driver.

7. Drivers under 18 years of age are required to submit to I-96 SPEEDWAY AND EVENT CENTER a NOTARIZED parental consent form - signed by parents or legal guardians, - a copy of birth certificate and a resume, prior to competition.
8. I-96 SPEEDWAY AND EVENT CENTER and sponsors reserve the right to use photos of any car for promotional purposes.

GENERAL RULES

1. All I-96 SPEEDWAY AND EVENT CENTER rules apply at all events. I-96 SPEEDWAY AND EVENT CENTER drivers agree to abide by the official decisions.
2. Any rule amendments that are published on www.tricityracetrack.com or announced at a driver's meeting during the course of the season 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 race 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 rules must be settled at the track.
4. All cars racing at I-96SEC for prize money will be required to register for the season for a point fund. Registration for each class will vary and is to be paid at time of driver registration upon the 3rd time that driver is racing at I-96SEC in a given year. Individual special event registration will go towards that event's purse and not the point fund.
5. 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.
6. Consumption of alcoholic beverage by driver, driver associate or his/her crew in advance of racing program, or while in pit area during racing program is strictly forbidden. Any driver, driver associate or crew member showing evidence of alcohol consumption will be required to leave the premises immediately and may be subject to an indefinite suspension. Use of illegal drugs at any time shall be cause for immediate, indefinite suspension.
7. I-96SEC is private property and medical cards for marijuana are not valid at TRACK ABBREVIATION HERE. You may not use marijuana on I-96SEC property. Any misuse of prescription drugs will not be allowed on I-96SEC property. If someone seems to be effected by any sort of drug, they may not be allowed on I-96SEC property. The evidence of drug use or abuse will result in leaving I-96SEC premises immediately and may be subject to an indefinite suspension.
8. The driver is qualified and receives points, not the race car. Driver must compete in the race car they showed up with. No changing of race cars during the race night. Any driver allowing another driver to use his/her race car, or any driver changing cars forfeits any points and money earned in that event.

9. No driver, crew member or associate of a driver shall participate in any fight on the premises, or take part or participate in any action or activity considered detrimental to I-96 SPEEDWAY AND EVENT CENTER. These actions may result in suspension.

10. No driver, crew member or associate of a driver shall subject officials to abuse or improper language.

11. Driver is sole spokesman for car owner and pit crew in any and all matters pertaining to the race and only the driver shall take part in any arbitration with the officials.

12. Driver is responsible for the conduct and actions of their crew members and/or associates. Unsportsmanlike conduct by drivers, owners, pit crews and/or associates shall be grounds for disqualification and/or punitive action by I-96 SPEEDWAY AND EVENT CENTER.

13. I-96 SPEEDWAY AND EVENT CENTER reserves the right to inspect any race car at any time. They further reserve the right to disqualify any driver and race car from competition and confiscate any and all non-conforming 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. I-96 SPEEDWAY AND EVENT CENTER 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 accumulated for the entire season.

16. Any driver or race car under suspension may not participate in any event.

17. No driver, car owner, or mechanic shall have claim for damages, expenses or otherwise against I-96 SPEEDWAY AND EVENT CENTER or any officials, by reason of disqualification, confiscation, or damage to, either race car or driver or both. 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.

19. Under car/body cameras or electronics of any kind will not be permitted. On car cameras mounted to record in front of or behind car is the only permitted camera allowed on car.

20. Negative social media in any form about TRACK ABBREVIATION HERE, I-96SEC officials or other racers will not be tolerated. Depending on the severity of the incident, suspension and fines may occur. You are entitled to your opinion and we ask you immediately bring the issue directly to I-96SEC officials. Driver is responsible for family, friends, crew and associates.

21. If you are bringing your dog into the pit area, you must follow the dog rules (copies available at pit booth). The dog must stay on a leash and inside the trailer or hauler unless taking it to and from the dog run.

PROTESTS

1. Protest must be in writing and filed with promoter within 15 minutes 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 prize money has been paid. Only one item may be of protest per event. 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 a \$150 cash deposit. \$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 of deposit will be forfeited to the car being protested. If item is found illegal, \$100 deposit will be refunded to protester.

4. 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.

AUTOMATIC PENALTIES

1. Electronic traction control device: Automatic disqualification and \$10,000 fine and may be barred from all MSPA tracks. If driver is found with an electronic traction control device at any point during an event, driver loses all points in all divisions and is suspended until fine is paid. Device may be confiscated and retained by I-96 SPEEDWAY AND EVENT CENTER.

2. I-96 SPEEDWAY AND EVENT CENTER reserves right to test competitor's fuel. Fuel sample may be taken from any car at any time. Penalty for illegal fuel is disqualification from event and \$250 fine - first offense. Disqualification, no points and no pay for the night, loss of points for the year, 2 week suspension and \$1,000 fine - second offense. WARNING - ethanol blended fuel may not pass fuel tests.

3. Use of non-stamped or softened tires in any division will result in a disqualification. Disqualification, no points and no pay for the night and \$250 fine - first offense. Disqualification, no points and no pay for the night, loss of points for the year, 2 week suspension and \$250 fine- second offense.

4. Fighting and/or physical assault: Penalties including fines, suspensions and points penalties to be at discretion of I-96 SPEEDWAY AND EVENT CENTER Promoter and officials. Penalties may be based on severity of incident. Applies to driver and or all crew members, family and/or associates. Minimum penalty is disqualification, no points and no pay for the night and 2 week suspension.

5. Unsportsmanlike conduct and/or verbal assault: Penalties including fines, suspensions and points penalties to be at discretion of I-96 SPEEDWAY AND EVENT CENTER Promoter and officials. Penalties may be based on severity of incident. Minimum penalty is disqualification, no points and no pay for the night.

6. Intentional rough driving: Penalties including fines, suspensions and points penalties to be at discretion of I-96 SPEEDWAY AND EVENT CENTER Promoter and officials. Penalties may be based on severity of incident. Minimum disqualification, no points and no pay for the night- first offense. Minimum disqualification, no points and no pay for the night and 2 week suspension - second offense.

7. Any driver intentionally using his/her vehicle in a malicious manner: Penalties including fines, suspensions and points penalties to be at discretion of I-96 SPEEDWAY AND EVENT CENTER Promoter and officials. Penalties may be based on severity of incident. Minimum disqualification, no points and no pay for the night and 2 week suspension - first offense. Minimum disqualification, no points and no pay for the night and one year suspension - second offense.

8. Physical assault of a track official, or promoter: Penalties including fines, suspensions and points penalties to be at discretion of I-96 SPEEDWAY AND EVENT CENTER Promoter and officials. Penalties may be based on severity of incident. Minimum disqualification, no points and no pay for the night and indefinite suspension.
9. If you spin stones on the safety crew or any track personnel: Minimum disqualification, no points and possibly no pay for the night- first offense. Minimum disqualification, no points and no pay for the night and 2 week suspension - second offense.
10. If your raceceiver is not working: you will be asked to leave the track and may be scored as last place with points and pay - if leave track when asked to do so. Minimum disqualification, no points and possibly no pay for the night - if you hold up the show and do not leave the track when asked to do so.
11. Repeated violations of rules may result in permanent suspension.
12. Any fines occurred by the driver, crew or associates must be paid in full by cash or money order before that driver/ car is allowed to compete again.
13. If antifreeze is found in any car on the track, that car will be disqualified and receive no points and no pay for the night.
14. All suspensions/violations may result in suspensions of all MSPA tracks.

RACE PROCEDURES

1. The number of cars starting a race is determined by the track officials and depends on the type of event and condition of track.
2. Race car must display number. It must be clearly visible, on sides, top, front and back of car. No holographic or reflective numbers are to be used.
3. Any driver not ready to compete when called will be sent to rear of starting line-up. Once a race takes the first green flag, the race is started and the field is complete. If you don't make the start, you don't race.
4. Once a race is started on a preliminary line-up lap, disposition of cars not in position shall be at discretion of officials. If you need a push start you will start that race to the rear.
5. If a driver gets out of their car at any time during a race, even under a red flag (unless safety crew determines the need for a driver be removed from their car or you feel your life is in imminent danger). That driver getting out of their car will not be able to race and will go to the pits. That driver may also receive a \$1,000 fine, 5 week suspension and be disqualified for the night with no points and no pay.
6. No person shall be allowed on track during a race except officials. If you would like to get to victory lane for a photo with the winning car of a feature race; you may walk on the outside of the track and enter the victory lane from the grandstands gate or you may use the I-96SEC provided vehicle to transport yourself to victory lane in a slow and safe manner. Personal vehicles or pit vehicles will not be allowed for your transport to victory lane. Any driver, crew member or associate of a driver who walks/uses a pit or personal vehicle to go onto the track surface or it surrounding areas that are not behind safety barriers will be subject to a fine up to \$5,000 to be paid by the associated car/ driver and a possible disqualification of associated car(s).

7. All race restarts (unless race director determines otherwise) will be Delaware double file. Leader will be the only car on the front row and may go high or low. Second place does not get to choose and will start inside second row, third place outside second row, ect. The leader must cross the start / finish line first on a restart. By determination of only the race director, any racers jumping a restart and/or start and passing before the start / finish line may be docked positions. Docked positions will not assed at the next caution or the end of the race, whichever comes first. Drivers are to attempt to stay as they were lined up as best as they can until they reach the start / finish line.
8. Hot Pits: I-96 SPEEDWAY AND EVENT CENTER has a designated Hot Pit Area that is located off of turn three. Work to any race cars during their race (changing tires, checking spark plug wires, repairing raceceiver, ect.) must be done in the Hot Pit Area. Any car driving into the pits or doing work to their car outside the Hot Pit area will not be allowed to return to the track. If you do return to the track after taking the car outside the Hot Pit area, you will forfeit prize money. Any car rejoining the race after have entering the Hot Pit area will be allowed to rejoin race at the rear of the field, you may only rejoin the race during a caution.
9. Cars that are in danger of being lapped by the leader will be show the Blue flag with Orange stripe. Car in danger of being lapped may be told on the raceceiver to "Hold your line, leaders are coming." Race Leaders racing with lapped cars is part of racing. Lapped cars more than 2 laps down will be warned with the black flag if they are racing cars on the lead lap. If lapped cars more than 2 laps down continue to race cars on lead lap, after being warned, they will be sent to the pits.
10. During any qualifying race (heat or B-Main) if a racer brings out or causes a caution they will go to the pit area. Race cars are only allowed to bring out or cause 1 caution during a feature race. If a race car brings out a second caution during the feature race they will be directed to the pits. **Race Director makes the decision if and what car is the caution car.**
11. 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 starter's flags for purpose of signaling competitors. All races will be timed based on the type of race and number of laps. The clock will run from the first green flag and during all green and caution laps. The clock will stop during red flags for safety. Standard race times: Heats- 10 minutes, B-Mains- 15 minutes, A-Mains- 30 minutes. Times may be adjusted in certain races with a non-standard amount of laps. If the time runs out, the drivers will be notified over the raceceiver.
12. Raceceiver's are mandatory at all times on the track. You must be able to clearly hear the track officials and respond to their requests. Failure to do so will result in being sent off the track. Failure to leave the track will result in no points or pay for the night.
13. Top 5 finishers, in all races, must go directly over the scales. Any car that goes to a pit stall before going to the scales will be disqualified. If driver is not sure if they are in the top five, I-96 SPEEDWAY AND EVENT CENTER suggests that driver goes to the scales and get weighed.
14. If driver does no report to pre-race or post-race inspection, those drivers not reporting to the inspection area may be disqualified and given last place points. Tech area is for the driver and/or car owner only.
15. No race is official until officials make declaration of final scoring of positions.
16. 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.

17. 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.

18. Transponders must be mounted on the **right side and the back of rear axle** and in an orange transponder pouch. If your transponder falls off you may not be scored and you will be responsible for replacing the transponder. Any racer caught trying to modify or deliberately changing location of transponder will be disqualified.

19. All cars in line-up and tech area must be "race ready". Car covers of any kind are not permitted outside your pit area.

20. Any car that flips/rolls over will not be able to continue in that race. The driver must be checked out by medical personnel.

21. If a car is disqualified with no points/ pay, the positions behind that car may not move up.

22. A car must attempt to start a race to receive start money. If a car makes it from the line-up and one revolution around the track during the parade lap it will be considered starting a race. Any registered cars who cannot start a race will receive tow money. Any car taking advantage of this rule will receive no money for the night.

23. Once half or more than half of a race is completed, and the race has to be cancelled due to weather or unforeseen circumstances, the race is complete. Cars must still report to claim, scales and tech in this instance.

If less than half of a race is completed, the race will be re-ran from a complete restart the following scheduled week.

EX: In a 20 lap race, once the 10th lap is complete (all of the cars cross the start/finish line), the race is complete.

LINE-UP PROCEDURES

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.

2. From second night on, heats are lined up by season point average, stagger inverted, lowest point average to front, highest point average to rear. 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. Point averages are figured from point system. Average is figured by driver's point total divided by the total number of times he/she has competed at track.

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 season point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to season point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to season point average. Race Director 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.

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 those positions will be lined up at discretion of officials.

6. If a driver is absent for two consecutive events (excluding rain-outs), upon his/her return shall be treated as a new car (rule #5) for the first week he/she returns.

7. If feature is rained out and will not be run at later date, all drivers are to be awarded last place points and prize money will be divided equally.
8. Mid-season and season championships are lined up using season point average.
9. Track may have programs or classes, other than on opening night, where a draw-redraw system may be used for line-up. Those classes or programs will be noted before the start of that race program.
10. All point events during the race season will be counted towards season championship total points. There will be no throw away "mulligan" nights. No drivers will be locked in to season championship races. Racers must qualify for season championship feature from the championship night's qualifying races.
11. Any feature race winner will start to the back of the feature inversion the following feature race (if the driver qualifies into the inversion).
12. If a car/driver continues to have handling problems and causes too many cautions (determined by race director), that car/driver will be required to start at the rear of all races for the next 2 weeks to learn from fellow racers. If handling problems/cautions continue from that car/driver, that car/driver may be required to start at the rear for the remainder of the season.
13. Races will start at the orange tire in turn 4 when the green flag is waved and the green light is on. Start the races smooth and clean or you may start at the rear of the field on the next restart.

POINT STRUCTURE

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. Drivers must compete in heat race or feature to receive minimum 11 points – NO SHOW-UP POINTS. If no points are awarded, the event will not be figured into driver's point average.

This applies to all 'B's, even if more than one is run. Drivers that don't participate in a heat race to qualify for 'A' or 'B' feature will receive no points, but that event will not be figured into driver's point average.

2. Should a driver qualify for 'B' feature or 'A' feature, and not be able 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.

4. Heat races are qualifying races and will not be awarded points.

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 track point fund.

5. TIE-BREAKER: Should two or more drivers have the same point totals at season end, feature wins will decide tie-breaker, then second-place finishes, etc.

ALL I-96SEC CLAIM PROCEDURES: (Dollar amounts and items not included with claim, can be found in each division's rules.)

1. In order to claim, driver must have raced that season prior to Mid-Season Championships. Exception is any driver selling an engine at an event after Mid-Season Championships, will be allowed to claim.

2. Claim rule will be in effect on every point night. In order to claim on the first two nights, the driver must have been in the top 20 in points for that class in the previous season. Following second night, no driver may claim unless they have competed in the two previous weekly sanctioned track point events. Engine claim rule will be in effect on season championship night.

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.

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.

6. 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.) I-96SEC claim area is the area on asphalt behind the victory lane.

7. Driver making claim must drive immediately after feature, under own power, directly to claim area. Driver must have correct amount of cash (along with claim card and IMCA license for IMCA Modifieds). Driver may not claim without this.

8. A driver may not leave the claim area until cleared by an official. The official must walk up to each car and clear each car individually. You are not cleared by the flagman or over Raceceiver radio. Failure to comply on first infraction: Scored as last place points and pay, second infraction: disqualification no points or pay.

9. 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.

10. 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.

11. Once claim has been made and accepted, engine should not be started and car should be pushed to where removal will occur. Under certain circumstances, engine may be started at discretion of officials.
12. Any driver voluntarily withdrawing a legal claim will be charged with the claim and fined \$200.
13. All claimed items must be removed at the track, within a reasonable amount of time (at discretion of track officials; typically one hour) 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.
14. 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.
15. 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.
16. Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine and/or suspension.
17. Any driver that completes a legal claim must run claimed item the next 2 times the driver and/or car is at the same track where the item was claimed. This must be completed within the next 4 scheduled events at the track the item was claimed from or refusal penalty will be assessed. (This excludes rainouts, but is not limited to calendar years.)
18. Promoter may claim, for proper dollar amount, any claimable item at any time, unless that driver has made a legal claim in that event. Driver claim takes precedence over promoter claim.
19. 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.
20. 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.

CLAIM REFUSAL

1. Refusal to sell any claimable item forfeits all cash, trophies and contingencies for feature and all IMCA & I-96SEC points in all claim divisions for calendar year.
2. Any driver refusing a claim, when claimed within rules, loses right to claim any other driver for 12 calendar months from reinstatement date.
3. First refusal will also result in driver being suspended for 30 calendar days from I-96SEC events in all claim divisions from refusal date and until proper cash fine is paid to TRACK ABBREVIATION HERE. Second refusal will result in driver being suspended from I-96SEC events for one year from refusal date and until \$5,000 cash fine is paid to TRACK ABBREVIATION HERE. Third refusal is permanent suspension from TRACK ABBREVIATION HERE. In any refusal the driver will lose all season points and may not be able to compete in that class ever again (see class rules for details).

4. Engine refusal fine – Modified \$2,000; Street Stock \$1,500. Shock and carburetor refusal fines - \$1000 in all I-96SEC divisions. Car refusal fine for Bomber Stock \$1,500. Refusal fine must be paid before racing in any class at I-96SEC in the future.
5. All fines must be a cash or money order and be received by I-96SEC prior to driver returning to competition. Track may also suspend car for duration of penalty.
6. Regardless of claim outcome, claim is charged to claiming driver in case of a refusal. (Exception is: in case of sabotage).

SHOCK CLAIM PROCEDURES:

1. Follow all engine claim procedures and eligibility requirements. Penalty for shock claim refusal is \$1,000 and 30-day suspension.
2. IMCA Modifieds, Street Stock and Pro Stock - 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.
3. Should any driver voluntarily withdraw a legal shock claim, he/she will be charged with a claim with no penalty.

CARBURETOR CLAIM PROCEDURES:

1. Follow all engine claim procedures and eligibility requirements. Penalty for carburetor claim refusal is \$1,000 and 30-day suspension.
2. Street Stock and Pro Stock - Any eligible driver finishing fifth on back in feature that is scored on the lead lap can claim carburetor with any of the top four drivers for \$150. Carburetor must be inspected and deemed legal prior to exchange. Should carburetor be illegal, claim is void and driver is disqualified.
3. Should any driver voluntarily withdraw a legal carburetor claim, he/she will be charged with a claim with no penalty.

IMCA CRATE ENGINE PROCEDURES

1. Must use unaltered GM crate engine with authentic GM seal bolts – NO EXCEPTIONS.
2. In addition to authentic GM seal bolts, all GM 604 crate engines must have IMCA Cable-Loks.
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, \$5,000 fine and a 30-day suspension from all IMCA-sanctioned events.
4. GM seal bolt exception is IMCA approved and issued Cable-Lok repair system.
5. No repairs allowed for non-licensed drivers.
6. No repairs allowed for any drivers that have been penalized for tampering or illegal parts on crate.
7. Crate can be repaired once per year/per member only.

8. \$250 fine for any crate engine not using required pushrods, valve springs or rocker arms. \$250 fine for utilizing altered rev-limiter components.

9. 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.

10. Any driver using crate engine cannot claim engine nor 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