

Junction Motor Speedway General Rules and Procedures

December, 2015

Rule Book 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 participation in these events, all participants are deemed to have compiled 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.

A. Admittance Procedures- Junction Motor Speedway reserves the right to refuse admission to any party

B. General Rules

- a. The General Rules section applies to each and every competitor, mechanic, and pit personnel. Some items, obviously, do not apply to each class. If you have questions, please ask an official. Ignorance of the rules is not excuse for failure to comply.
- b. The rules and/or regulations set forth are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for each event. All Junction Motor Speedway competitors are deemed to have read and comprehended these rules, and complied with their content. No expressed or implied warranty of safety shall result from the conduct of the sport and in no way is a guarantee against injury or death to participants, spectators, or others.
- c. The officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in their opinions, do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation of or deviations from these rules is left to the discretions of the officials. Their decisions are final.
- d. The officials and management has final word over technical questions or operations.
 - i. The officials may confiscate any part/parts of a racecar if they are deemed suspicious or against track and/or IMCA rules. If parts are found to be illegal, all points and monies issued will be revoked.
 - ii. The promoter has the right to take any engine, at any event held at JMS, sanctioned or not and negotiate and price difference with driver, to keep competition equal. If driver does not accept the terms, the driver is disqualified for the remainder of the year and forfeits all prize money and points.
- e. Management and officials establish the length, frequency and administration of all events and programs, and their decision is final.
- f. No person may enter the pit/racing area until he/she has signed all releases, registrations and/or entry forms. All drivers/ owners must complete the membership agreement and licensing contract. A current IRS W-9 form must be on file.

C. Conduct

- a. When in the pit area, make every effort to maintain a constant watch for your own protection.
- b. Any driver who brings alcohol or other controlled substances into the pit area, or who is under the influence of such substances will be disqualified and suspended.
- c. No driver may get out of their car or stop on the racing surface to argue or discuss a race situation with the flagman or officials. Violation of this rule will result in disqualification and/or fine.
- d. You and/or your crewmembers may not enter the pit area of any other driver to argue over race situations. Concerns should be brought to race officials only.

- e. Any fighting in the pit area will subject the offender, and the car they are associated with, to suspension or fine. The driver/owner of every car is responsible for their pit crew and their conduct.
- f. No one is allowed in the scorer's booth, flag stand, or announcer's booth other than Junction Motor Speedway officials. Violations of this rule will result in disqualification and/or fine.
- g. Any car owner, driver or crewmember in any way is discourteous to an official or addresses any official in a non-professional manner shall subject the team or car they are affiliated with to suspension, fine loss of points or expulsion from Junction Motor Speedway.
- h. The race director, at their discretion, may add further fines, disqualifications, suspensions, and point or position deductions or any combination to any violation.
- i. Competitors must be in good standing with licensed Junction Motor Speedway vendors and track. Track reserves the right to use purse and/or point fund checks to compensate vendors or track for expenses.

D. Participants Insurance

- a. Available upon request is a certificate of insurance, which covers everyone signed in at the pit gate. You and your crewmembers are covered by the best insurance available to any racing facility. If any questions or problems with insurance come up, contact Junction Motor Speedway at (402- 773-5538 ext. 4).

E. Liability Insurance

- a. Every driver is expected to inspect the racing surface to learn of any defects, obstructions, or anything else, which, in his or her opinion, is unsafe for racing. He or she should immediately report any conditions, if discovered, to officials and/or management. Any driver entering an event is considered to have inspected the track and found all conditions satisfactory to them. Drivers understand the risks of auto racing when they enter an event.
- b. Junction Motor Speedway assumes no responsibility for damage to or loss of your equipment, vehicles, or any parts whatsoever.
- c. Any driver that is participating in an **International Motor Contest Association (IMCA)** must have a current **IMCA** license for their division and the driver must display the series decal on both sides of the car. It is strongly recommended that all drivers display all **IMCA** series decals. **IMCA** reserves the right to withhold a driver's point fund earnings if decals are not on the car.

F. License Requirements

- a. No driver under the age of 14 unless other stated
- b. Any driver under the age of 16 must provide a release signed by both parents and/or legal guardians and accompanied by one of the following: 1. Notarized copy of their birth certificate, 2. State issued driver's license or photo ID. Any race team or individual attempting to circumvent this policy will be subject suspension.
- c. Classes running under sanctioning bodies also require a license from that body before being allowed to compete. JMS will not require drivers to show their licenses at our check in booth. Drivers will need to follow their sanctioning bodies check in guide lines before being allowed to compete.

G. Car Numbering

- a. Numbers should be a minimum of 18" high.
- b. Numbers must be placed on both sides and roof (bottom of number facing grandstands or passenger side) of the car.
- c. Car numbers can have a maximum of 3 digits. The size, color and style of numbers must allow prompt identification by officials at all times. Number must be kept clean. If your number is unreadable you need to make necessary changes or not be scored.
- d. Information on number availability is available at the Junction Motor Speedway office. If two drivers want the same number, priority is given to the driver competing in the most events in the prior year if they register on/before the first point race.

H. Contingency Awards- Each year Junction Motor Speedway will provide a list of contingency sponsors that must have decals placed properly and unaltered on the race car to be eligible for year-end awards. The owner or driver must attend a minimum of 75% of the season's races and register for the awards banquet to be eligible for yearend awards. Drivers must receive weekly awards in person, or risk forfeiting the award.

I. Track Procedure

- a. The pit gate opens at 4:00pm (unless otherwise stated). **Check-in/draw closes 30 minutes before scheduled start of races** (unless otherwise stated). Any driver signed in after that, starts at the rear of their heat.
 - b. Due to insurance regulations the use of ATVs, Scooters, Golf Carts or other motorized transportation is prohibited. Only vehicles used by JMS Officials will be permitted. The use of ATVs will be loaded onto the trailers as soon as reasonable possible following the conclusion of the races. No joyriding. One person per seat. All ATV drivers must have a valid driver's license and pit pass. Speed limit is 10MPH. Violations will result in driver disqualification and/or fine of the offending team.
 - c. All cars must pack the track when requested. If you do not pack the track you will start in the back of your heat.
 - d. Ties split the total money and points for the two positions.
 - e. Management and officials determine all finishing positions and their decisions will be final. Junction Motor Speedway will not use any video replays for scoring purposes.
 - f. Payout winnings will be issued the following racing day at the log cabin, starting at 7:30pm and running through the A feature. Any person picking up another driver's check is held accountable for that money once signed for. If the money is lost, JMS is not responsible for reimbursing it.
 - g. If any single race would be canceled for any reason during middle of the event, the race will be over if 50% plus one lap of the race is complete.
 - h. A program will be considered complete if all qualifying heat races and "B" feature races are completed. "A" Features will be made up the following race night.
- J. **Line-Up Procedure-** All drivers must be lined up and in their cars outside of turn three before halfway of the previous heat or feature that is on track at the time. At halfway, the cars will be sent to turn four (4), at which time any car not in their spot will lineup in the back. No exceptions.
- a. The following line-up procedures are not absolute. They may be changed for special events or at the discretion of the officials and/or sanctioning bodies.
 - b. New drivers start at the rear of their heat and any other event lined up by point average.
 - c. Heat race finishes line up "B" Features and other "non-A" consolation features. Any car unable to start its heat race may be added to the rear of the lowest consolation feature. Depending on the car counts, the officials may run 2 (or more) "B" Features and cars will be lined heads-up by heat race finishes.
 - d. The maximum car JMS will start in a feature is 22. If there are 24 cars in a given class will have the opportunity to start the A Feature. Those cars will receive twenty second place pay. If there are 25 or more cars in a given class there will be a B feature. Points stay with the driver and the number that driver registers under. Should the occasion arise a driver competes in a car with a different number, the points will go to the driver and number they originally registered under.
 - e. A maximum of 18 cars will be allowed in all **International Motor Contest Association (IMCA)** races. The winner of the race will receive a 3 point bonus and an additional 2 point bonus to the winner if the driver starts from 10th place or farther back.
 - f. The only time a driver may compete or switch to a different car during a particular night of competition is as follows:
 - i. Car was disabled prior to the heat races
 - ii. A driver may not switch cars once the heat races have begun for that class
 - iii. If a driver's car is disabled in or after heat race, that driver may switch to a different car if and only if that driver has qualified for the feature and the car they wish to drive has qualified for the feature. All points will go with that driver and his original number.
 - iv. Driver will start at the back of the lowest feature
 - g. Driver lineups will be created by a draw/redraw on the first week, and then a 2 week point average from thereafter. The driver's finishing points in the previous 2 weeks events will be his average for the next week event, all cars missing one of the two previous weeks will be scored with a zero point average. (Drivers must race the previous two weeks to maintain an average.)
 - h. B Feature cars will line up heads up by heat race finish.
 - i. Qualified A feature cars from heats, top 3 cars from each heat will make the invert, with the top 10 or 12 point average cars inverted with balance of the invert falling behind. Followed by heat race transfers, then B feature cars will follow the heat race transfers.

- j. If officials determine that a driver is too inexperienced to start in the first three rows of an event, they may move that driver to the rear.
- k. All line up procedures are not absolute and may be altered as needed.
- l. JMS officials must be notified of any driver changes before the cars line up. If a driver change is done without notifying an official it will result in disqualification for the entire night. NO EXCEPTIONS.**
- m. A driver may not drive the same car in two different classes on the same night. (EIRI) This may only be done with prior Junction Motor Speedway Management approval.**
 - i. If a driver uses two different cars in two different classes they must pay a \$75 fee in order to enter a 2nd class. The driver will receive full points and full pay for both classes.**

K. Race Procedure

- a. Flags- Junction Motor Speedway uses standard race flags (green, yellow, red, etc.)
- b. Black- driver has been disqualified or the car is unsafe and must go to the infield or pit area. The driver will not be scored once the black flag has been displayed. A driver may return only to a Feature race, if the problem is corrected. A driver may not return if they have been disqualified. If officials feel any car is unsafe to compete, they will be shown a black flag and sent to the pits for repair.
- c. “Rocking Chair” (White and yellow rolled up and rocked side to side) - two laps remaining. Interpretation of the above flag rule is left to discretion of the flagman and officials. Their decision is final.
- d. At the discretion of the flagman, any driver jumping positions at the start of a race or restart, will be moved back or possibly black flagged, without prior warning. You must maintain a reasonable speed until the start of the race or restart.
- e. If the officials feel a car’s speed, smoke, loose parts, etc. are causing or may cause a safety problem, it can be black flagged.
- f. Red flag procedure- when a red flag has been displayed all drivers are to come to a complete and immediate stop as quickly as possible. Cars should not block the track entrance and exit emergency vehicles, push trucks and wreckers. No unauthorized personnel are allowed on the track.
- g. Yellow flag procedure- once the green flag is displayed, cars spinning out and/or causing a restart, stopping, or “involved in” the mishap, will go to the rear. The restart is two abreast line-up in case of a first lap incident or single file if one or more laps are completed. Restarts will utilize a cone, which will be placed in turn four. No passing is allowed until after the cone on the restart.
- h. “Lone Ranger Rule”- anyone spinning without contact, and forcing a yellow flag in a heat or B feature may be black flagged.
- i. If the red or yellow flag is displayed as a result of your car or driver’s actions, even if it is still moving on the track, you will restart at the rear of the lineup. Ex. Debris on the track that causes a yellow flag to be displayed will cause the car leaving the debris to go to the rear of the field.
- j. During a race, a car that does a 360-degree spin and at the discretion of the officials causes a yellow flag, the car is placed at the rear regardless if that driver continues to race after the spin.
- k. If the race is stopped on any lap due to a yellow or red flag before all contestants have crossed the start/finish line, cars will be lined up according to the last completed lap; split scoring will not be used. If more than half of the entire field crosses the line at a caution flag, that lap will be counted and cars will line up according to how they crossed. In the yellow or red will be moved to the back of the lineup.
- l. If a yellow or red flag occurs on the white flag lap of race and the leader has not been shown the checkered flag, the race will be restarted with two laps; Green, White, Checkered. This procedure will be done two times. If the race is not completed after two attempts, the race will be called in the finishing order of the last completed lap.
- m. “Involved In” is defined as- disabled and/or momentarily or temporarily detained at the scene of an accident and unable to race. If a car stops on the yellow and was not part of the incident, the officials; deem the driver stopped for safety reasons, or was directed to stop by an official- that car may return to the lineup in the position before the yellow flag was displayed.
- n. Any car that causes 2 yellow flags, red flags, or combination in the same race, will be black flagged and not allowed to return to that race.

- o.** During features only, a car may work in the pits on a yellow/red flag. Cars must go to the pits or designated work area. Cars going to pit/work area are placed at the rear in the order they return to the track. All cars with a flat tire under caution get two courtesy laps when in the pits for changing a tire. Courtesy laps will not be given for any other case except for the tire changes.
- p.** In the event of two red flag starts or three yellow flag starts, lineups will be single file based on your original lineup position. Cars involved in the mishap will go to the rear.
- q.** If after a yellow or red, and a two-abreast start is needed, and starting positions are vacant, cars behind the vacant spots will move forward to the next row ahead. If more than one row, the remaining positions will "crisscross" to the next higher starting spot.
- r.** Time or lap limits may be imposed on all heats, dashes and features if deemed appropriate by officials.
- s.** Once the lineup has been set for a feature or heat race and you are not on the track, you will tag the back of the field. For features only, if the race goes yellow or red and a lap has not been completed, you may enter the race at the back of the field.
- t.** If officials feel any car is unsafe to compete, they will be shown a black flag and sent to the pits for repair. During a yellow flag, officials may stop and inspect any car for safety concerns. If the car is declared safe to compete or officials can easily return the car to a race condition, they will return to the race in the position prior to the yellow flag.
- u.** Time Limits- all races will have a time limit of one minute per lap. If a yellow flag is thrown after the time limit has expired, the race will be checkered. Consideration during yellow and red flags may be given for extreme circumstances.
- v.** All cars considered a lap down will start behind the lead lap cars after all cautions
- w.** Any weight found on the track will result in a disqualification
- x.** If a caution flag is displayed with less than two laps remaining, a green-white-checkered finish will take place
- y.** Blue with yellow line flag procedure- this is a warning that faster cars are closing in. keep racing your line and stay cautious of the leaders lapping.

L. Claim Procedures

- a.** 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.
- b.** 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.
- c.** 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.
- d.** 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.
- e.** 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.
- f.** 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.)
- g.** 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.

- h.** 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.
- i.** 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.
- j.** 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.
- k.** 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 cannot withdraw claim, if so, claiming driver will be issued refusal penalty.
- l.** 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.
- m.** 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.
- n.** 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.
- o.** Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine and/or suspension.
- p.** 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.
- q.** 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).
- r.** 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.
- s.** 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.
- t.** 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.
- u.** 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.

M. Claim Refusal

- a.** 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.
- b.** 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.
- c.** 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.
- d.** Engine refusal fine – Sport Compacts, Hobby Stocks, Northern and Southern Sport Mods™ \$1000; Stock Cars \$1,500; Modified and Sprint Car \$2,000. Shock and carburetor refusal fines - \$1000 in all IMCA divisions.

- e. 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.
- f. Regardless of claim outcome, claim is charged to claiming driver in case of a refusal. (Exception is: in case of sabotage).

N. Shock Claim Procedures

- a. Follow all engine claim procedures and eligibility requirements. Penalty for shock claim refusal is \$1,000 and 30-day suspension.
- b. IMCA Modifieds, Stock Cars, Northern and Southern SportMods™ - 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.
- c. IMCA Hobby Stocks - Any eligible driver finishing fifth on back in feature that is scored on the lead lap can claim any shock for \$25 from any of the top four drivers. One or all shocks may be claimed, counting as one claim.
- d. Should any driver voluntarily withdraw a legal shock claim, he/she will be charged with a claim with no penalty.

O. Carburetor Claim Procedures

- a. Follow all engine claim procedures and eligibility requirements. Penalty for carburetor claim refusal is \$1,000 and 30-day suspension.
- b. 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.
- c. 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 \$50. Claimed carburetor must be inspected prior to removal. If found illegal, claim is void and claimed driver is disqualified.
- d. Should any driver voluntarily withdraw a legal carburetor claim, he/she will be charged with a claim with no penalty.

P. Crate Engine Procedure

- a. Must use unaltered GM crate engine with authentic GM seal bolts – NO EXCEPTIONS.
- b. In addition to authentic GM seal bolts, all GM 604 crate engines must have IMCA Cable-Loks. Effective January 1, 2016 all GM 602 Crate engines must have the IMCA Cable Loks.
- c. 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.
- d. GM seal bolt exception is IMCA approved and issued Cable-Lok repair system.
- e. No repairs allowed for non-licensed drivers.
- f. No repairs allowed for any drivers that have been penalized for tampering or illegal parts on crate.
- g. Crate can be repaired once per year/per member only.
- h. \$250 fine for any crate engine not using required pushrods, valve springs or rocker arms. \$250 fine for utilizing altered rev-limiter components and immediate DQ from the event.
- i. 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.
- j. 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.

Q. Points

- a. 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 minimum 11 points – NO SHOW-UP POINTS. If no points are awarded, the event will not be figured into driver's point average. 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.

- b.** 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.
- c.** 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.
- d.** TRACK standings are based on driver's total cumulative points at that track.
- e.** STATE standings are based on driver's total cumulative points for first 55 sanctioned events at tracks located in that state.
- f.** REGIONAL and NATIONAL standings for 2015: Modified, Stock Car, Hobby Stock, SportMod™ and Sport Compact drivers will use their BEST 30 finishes of their FIRST 55 starts at sanctioned events in their region to determine their regional and national standings. Late Models and Sprint Cars will use BEST 20 finishes of their FIRST 40 starts. (Non-point disqualifications will not be included in race starts).
- g.** SERIES standings for 2015: Must be a minimum of eight scheduled races in the series to award bonus points.
- h.** 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.
- i.** BONUS POINTS: A bonus will be awarded for winning a track championship, one per division per track. One bonus point will be awarded per each track's average car count in that division, with a maximum of 20 points earned for any track or series championship. For example, if a track averages 15 cars, the track champion will be awarded 15 bonus points; if a track averages more than 21 cars, the bonus is capped at 20 points. Bonus points will be ADDED to the driver's year end point total (they will not replace finishes). Driver is awarded one track championship for bonus points in the Late Model and Sprint Car divisions (if a driver gets more than one track championship, the highest number is used). Two track championship bonuses will be awarded in Modifieds, Stock Cars, SportMod™, Hobby Stocks and Sport Compacts, with a maximum of 40 cumulative bonus points. A maximum of one series championship can be used for national bonus points. Should a track run more than one feature per division, the average number of cars per feature event will be used to figure bonus. A track or series must schedule and complete at least eight race programs for full bonus point structure to apply; bonus will be pro-rated for track or series completing less than eight scheduled events. For tracks or series that schedule between four and seven races, IMCA will recognize a champion, but will not award or pro-rate any bonus points.
- j.** 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.
- k.** 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.
- l.** For all other divisions the point season is from January 1 through September 27. There are no IMCA points awarded Super Nationals week – September 7-12.

Contact Information

Junction Motor Speedway

PO Box 524, Sutton, NE 68979 Phone: 402-773-5538 option 4