

## **DEFINITIONS:**

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

## **RACE DRIVER LICENSE**

1. Issuance of race driver's license by IMCA binds driver by rules as set forth by IMCA, and such rules as may be added during the season. Ignorance of rules is no excuse for infraction thereof. A copy of IMCA rules will be issued to each licensee and he/she is required to read and be familiar with the rules herein. In acceptance of the license he/she agrees to comply with all IMCA rules. IMCA reserves the right to refuse issuance of a license, and further reserves the right to revoke a license if and when deemed necessary.
2. Any person competing in an IMCA event must be a licensee in good standing with IMCA. Non-licensed drivers may not participate. License fees for 2014 are as follows: IMCA Modified - \$115; IMCA Late Model - \$135; IMCA Sprint Car - \$105; IMCA Stock Car - \$95; West Coast Super Stock - \$95; IMCA SportMod™ - \$90; IMCA Hobby Stock - \$85; IMCA Sport Compact - \$60.
3. ROOKIE STATUS: To be considered a rookie in any division, driver must not have previously participated in any more than four IMCA sanctioned races in that division. Driver may not drop down a division and still be considered a rookie - progression of order is as follows: Sport Compact, Hobby Stock, SportMod™, Stock Car, Modified, Late Model.
4. All licenses will be issued by IMCA only, but application thereof can be made with local track officials. An applicant for license will be allowed to compete with receipt of payment for license only until such time as IMCA issues regular license.
5. Any IMCA member who allows anyone to use, or attempt to use, or any member who uses, or attempts to use, another member's license and/or claim card, will be subject to loss of all points, and/or fine or suspension.
6. IMPORTANT - Participants are not employees of IMCA but are independent contractors and assume all responsibility for all charges, premiums and taxes, if any, payable on any funds they may receive as a result of their participation in any events as drivers of IMCA.
7. IMCA drivers will be paid all monies and must furnish IMCA with their valid Social Security Number. Failure to furnish valid Social Security Number, or furnishing false Social Security Number, may result in fine and/or suspension.
8. If proof of driving ability of any applicant is deemed necessary, tests shall be conducted at the discretion of track officials and their decision shall be binding on the applicant. When deemed necessary, officials may insist on a physical examination of any applicant or license holder.
9. Drivers under 18 years of age are required to submit to IMCA a NOTARIZED parental consent form - signed by both parents or legal guardians - and a copy of birth certificate, prior to competition. Drivers in the Sport Compact, Hobby Stock, and SportMod divisions must be at least 14 years of age, and drivers 14 or 15 years of age must also furnish a recap of their racing experience, and a list of tracks at which they will be competing. Drivers 14 or 15 years of age wishing to compete in the Stock Car and Modified divisions must submit all forms, and licenses will be issued at the discretion of IMCA. These forms are available for \$50 processing fee from IMCA and must be received in the IMCA office and approved prior to any competition - NO EXCEPTIONS. No one under the age of 16 allowed to compete in Late Model or Sprint Car divisions.
10. The valid period of the license is from date of issue until December 31 of year in which license was issued. All licenses become due and payable on January 1 of each year. IMCA emblems and decals will be furnished to each licensee, as well as Inside IMCA, the official monthly newsletter of IMCA (excluding Canadian licenses).
11. All current members receive a \$5,000 accidental death, dismemberment and paralysis insurance policy, effective from date of license through December 31. Also included will be a \$50,000 excess medical policy. This will pay up to \$50,000 after a driver's personal policy and the track's policy have been exhausted. These policies will cover a current member only while participating in an IMCA sanctioned race and to and from the IMCA track.
12. IMCA and its promoters and sponsors reserve the right to use photos of any licensee or their car for promotional purposes.

## **ASSOCIATE LICENSE**

1. Any person may apply for an associate license, but it is not mandatory. The associate license is valid from date of purchase to December 31 of the year in which purchased.
2. The fee for an associate license is \$60 annually.

3. IMCA decals, and emblems will be issued each associate licensee, as well as Inside IMCA, the official monthly newsletter of IMCA.
4. The holder of the associate license will receive the \$5,000 accidental death, dismemberment and paralysis policy, as well as the \$50,000 excess medical insurance policy described above. These policies will cover an associate member only while as an observer at an IMCA sanctioned race, and will not cover them if they are competing as a driver.

## **GENERAL RULES**

1. All IMCA rules apply at all IMCA sanctioned events. IMCA members agree to abide by the official decisions.
2. Any rule amendments that are published during the course of the season in Inside IMCA, the official newsletter of IMCA, will be amended on [www.imca.com](http://www.imca.com) and will be considered a part of the rules and all personnel are responsible for carrying out these rules.
3. Track officials shall have responsibility for rules and regulation enforcement at IMCA weekly sanctioned events. At discretion of track official(s) in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All disputes developing as a result of local track rules must be settled at the track.
4. No driver or crew member may enter the racing area until he/she has completed all releases, registrations and/or entry forms. No person will be allowed to sign release and waiver sheets for anyone other than themselves.
5. Consumption of alcoholic beverage by driver or his/her crew in advance of, or while competing in any IMCA sanctioned program is strictly forbidden. Any driver showing evidence of alcohol consumption will be required to leave the premises immediately and may be subject to a fine of no less than \$250. Use of illegal drugs at any time shall be cause for immediate, indefinite suspension and/or fine of no less than \$250.
6. No driver changes will be made at any time without previous notification of officials. All changes must be made in the pits only, at discretion of officials.
7. The driver is qualified and receives points, not the race car. Any driver wishing to change cars or engine options must be qualified to compete in the race for which he/she is changing cars or engine options, and must start at the rear of that race. Once a driver has changed race cars or engine options, he/she must finish the program with that race car or engine. NOTE: This rule does not apply if a track or event has a policy not allowing driver changes. Drivers changing race cars or engine options are not eligible for provisional position. Drivers changing cars, engine options, or provisional drivers cannot claim. Once race cars are staged, no driver/car changes allowed. Any driver allowing another driver to use his/her race car, or any driver changing cars when not qualified to do so, forfeits any points earned in that event.
8. No IMCA member shall participate in any fight on the premises, or take part or participate in any action or activity considered detrimental to IMCA racing.
9. No IMCA member shall subject officials to abuse or improper language.
10. Driver is sole spokesman for car owner and pit crew in any and all matters pertaining to the race and the driver only shall take part in any arbitration with the officials.
11. Driver is responsible for the conduct and actions of their crew members. Unsportsmanlike conduct by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by IMCA.
12. IMCA and promoter reserve the right to inspect race car at any time. They further reserve the right to disqualify any driver and race car from competition and confiscate any and all illegal parts. It is the responsibility of the driver and crew to disassemble race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fine and/or suspension.
13. Approval of a race car by inspector shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. IMCA and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from same.
14. 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.
15. Any driver or race car under suspension may not participate in any IMCA event.
16. No driver, car owner, or mechanic shall have claim for damages, expenses or otherwise against IMCA, promoter, or any officials, by reason of disqualification, confiscation, or damage to, either race car or driver or both; and car owner, driver and mechanics agree the track is in safe condition if they take part in racing activities.
17. 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.

## **PRODUCT APPROVAL POLICY**

1. Any manufacturer seeking approval should send the product to: IMCA, 1800 West D Street in Vinton, Iowa, 52349.
2. If those parts are determined to conform to the IMCA rules, the manufacturer will be notified in writing by IMCA.
3. Manufacturers should be prepared to answer questions which may arise and should understand that, whether deemed legal or not, the product will be retained by IMCA to be used as a standard, should any questions arise during competition about whether or not the product conforms or has been modified to where it no longer conforms to the rules.
4. Where a product is determined not to conform to IMCA rules, IMCA will explain why the product was non-conforming.
5. Questions about whether or not a product has been approved may be e-mailed to [raceimca@imca.com](mailto:raceimca@imca.com), or sent by letter, addressed to IMCA.

## PROTESTS

1. Protest must be in writing and filed with official within a reasonable time, at discretion of officials, after feature race is completed, and must be specific in alleged violation to determine whether protest is allowed or rejected. No protest of any type will be allowed after post-race inspection has been completed. One item per protest - per event - only. Drivers may not protest more than one car per event, another driver finishing in a position behind them, and may not protest same driver more than once per calendar year.
2. All protests will be handled at track level and must be accompanied with 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, entire deposit will be forfeited. If found illegal, \$100 deposit will be refunded to protester.
3. Any situation not covered by these rules shall be referred to IMCA for decision. This protest must also be in writing and accompanied by deposit.
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. No person, promoter, official, member or other person affiliated with IMCA will be placed under permanent suspension without review by IMCA.

## AUTOMATIC PENALTIES

1. Electronic traction control device: Automatic disqualification and \$10,000 fine. If found with an electronic traction control device at any point during an IMCA sanctioned event, driver loses all IMCA points in all divisions and is suspended until fine is paid. Device may be confiscated and retained by IMCA.
2. IMCA reserves the right to have all race cars use the same fuel or fuel mix. Fuel sample may be taken from any car at any time. Penalty for illegal fuel is disqualification from event and \$250 fine - first offense. WARNING - ethanol blended fuel may not pass IMCA fuel tests.
3. Use of non-stamped tires in any division requiring IMCA stamped tires will result in disqualification and a \$250 fine. When prohibited, use of siped or grooved tires or non-stickered wheel will result in disqualification and loss of points. Chemically treated tires will result in \$250 fine and disqualification for first offense; second offense will result in \$1,000 fine and 30-day suspension.
4. Fighting and/or physical assault: First violation, minimum \$250 fine and/or suspension. Second violation is a minimum \$500 fine and minimum two-week suspension. Third violation is a minimum one-year suspension.
5. Unsportsmanlike conduct and/or verbal assault: First violation, minimum \$100 fine and/or suspension. Second violation is a minimum \$250 fine and minimum two-week suspension. Third violation is a minimum one-year suspension.
6. Rough driving - Penalties including fines, suspensions and points to be at discretion of track officials, and IMCA may impose penalties based on severity of incident.
7. Any driver intentionally using his/her vehicle in a malicious manner: minimum \$250 fine and/or suspension at discretion of officials and IMCA.
8. Physical assault of an IMCA or track official, or promoter. First violation is a fine of no less than \$1,000 and/or suspension of driver of no less than 21 days.
9. Refusal by driver to sign deficiency slip will result in immediate disqualification and suspension from remainder of event in all divisions.
10. Disqualification and \$250 fine for any crate engine not using required pushrods, valve springs or rocker arms. \$250 fine for utilizing altered rev-limiter components.
11. Repeated violations of IMCA rules may result in permanent suspension. All incidents will be referred to IMCA by promoter, with his/her recommended penalties. All penalties imposed by IMCA are cumulative, not on a per-year basis.
12. If driver receives a disqualification for evening and no points, it is the same as if the driver did not compete that evening. No points are awarded and it does not constitute a track visit as applied to eligibility to claim or for calculating weekly point average. If a penalty calls for disqualification and last place points, the driver receives points for the last position in the race he/she is competing in.

## RACE PROCEDURES

1. The number of cars starting a race is determined by the track officials and depends on the type of event, width, length and condition of track.
2. Race car must display number as assigned by track personnel. It must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible. Recommended that no holographic or reflective numbers be used. All race cars must display the official IMCA decal and required contingency decals, which will be furnished by IMCA.
3. Promoter and IMCA officials will not be responsible for allowing a late entry to compete. Rejection of entrants at any given time is allowed but pit gate closing time should be known to all competitors.
4. Any driver not ready to compete when called may be sent to rear of starting line-up, or left out of balance of program at discretion of official in charge.
5. Once a race is started on a preliminary line-up lap, disposition of cars not in position shall be at discretion of officials.
6. A race may be stopped at discretion of officials at any time, if considered dangerous to continue, but only officials have the right to stop a race. No driver, car owner, pit man or mechanic may use starter's flags for purpose of signaling competitors.
7. If track has pre- or post-race inspection, those drivers not reporting to the inspection area may be disqualified and given last place points.
8. No race is official until officials make declaration of final scoring of positions.
9. No race car is to receive assistance after white flag is displayed and all finishes must be made under car's own power or momentum.
10. A dead heat may or may not be re-run at discretion of officials. If dead heat is not re-run, prize money and points for both positions under contention shall be divided equally.

11. No person shall be allowed on track during a race except officials.

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

1. First night, all drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw. NOTE: IMCA late models draw first two nights.
2. From second night on, heats are lined up by season IMCA 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 IMCA point system. Average is figured by driver's track IMCA 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 IMCA point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to season IMCA point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to season IMCA point average. IMCA and promoter reserve the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of "A" feature is lined up straight up from heats and/or "B" features. NOTE: IMCA late models - 18 or more cars will require at least three heats. (Half-mile tracks have the option of not using three heats until there are 22 or more cars.)
5. A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.
6. 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. There are no double feature nights allowed, excluding rainout make-up features. A program is not considered a rainout unless qualifying races have been completed. If feature is rained out and will not be run at later date, all drivers are to be awarded last place points.
8. Track option to line up season championships straight up by total points.
9. Track may have two programs, other than opening night, where a draw-redraw system may be used for line up. Must be requested in writing and approved by IMCA prior to race.

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

1. Weekly 'A' Feature win is 40 points, with each subsequent position worth one point less, with 24th position in feature worth 17 points. If more than 24 cars start feature, all positions from 24th back receive 17 points. If track runs a 'B' feature(s), first non-transferring driver receives 16 points and each subsequent position, back to sixth position, receives one less point per position. Sixth position and back in 'B' feature(s) receive 11 points. This applies to all 'B's, even if more than one is run. Drivers must compete in heat race or feature to receive minimum 11 points – NO SHOW-UP POINTS. If no points are awarded, the event will not be figured into driver's point average. (IMCA Late Models — heat points are awarded as follows: 1st - 3 points; 2nd - 2 points; 3rd - 1 point.)
2. Should a driver qualify for 'B' feature or 'A' feature, and is unable to compete, they will be scored in last position and receive points accordingly. (Promoter's discretion whether vacated position is filled in feature by next qualified driver.) In the event of a track running make-up features, if driver competes in first feature, but is unable to compete in second feature (crash, blown engine, etc.), driver will receive last position points in 'A' or 'B' feature, accordingly.
3. If less than ten entries for any given night, for each car less than ten, one point fewer than normal is awarded for feature finish. For example, if nine cars entered, feature win would then be worth 39 points; for eight entries, win would be worth 38 points, etc.
4. Driver must participate at minimum 50% of weekly sanctioned point events at a track to be eligible for IMCA track point fund. Track must complete at least four race programs to crown a champion. All NATIONAL and REGIONAL champions are expected to attend the IMCA national awards banquet. Any NATIONAL and REGIONAL champions not attending the national banquet will receive 50% of advertised NATIONAL and REGIONAL point fund.
5. TRACK standings are based on driver's total cumulative points at that track.
6. STATE standings are based on driver's total cumulative points for first 55 sanctioned events at tracks located in that state.
7. REGIONAL and NATIONAL standings for 2014: 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).
8. SERIES standings for 2014: Must be a minimum of eight scheduled races in the series to award bonus points.
9. NATIONAL standings are based on driver's regional standings (if division has regions). Driver may cross regional boundaries and receive 'home' region points at specified IMCA special events. Those events must be identified and published prior to the event occurring. No 'home' region points will be retroactively applied for any reason – no exceptions.
10. BONUS POINTS: A bonus will be awarded for winning a track championship, one per division per track. 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.

11. TIE-BREAKER: Should two or more drivers have the same point totals at season end in track, series, state, regional or national standings, number of sanctioned 40-point feature wins will decide tie-breaker, then 39-point finishes, then 38-point finishes, etc.
12. Any additional IMCA sanctioned events to be added to original schedule must be submitted in writing and approved prior to that event. After September 1, no schedule changes (except season championship) or additions will be considered.
13. The 2014 point season for Late Models is April 25 through August 31; for all other divisions the point season is from January 1 through September 28. There are no IMCA points awarded Super Nationals week – September 1-7.

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

1. In order to receive claim card, IMCA license must be purchased prior to June 1. Exception is any driver selling an engine at an IMCA sanctioned event after June 1, will be issued a claim card.
2. Claim rule will not be in effect on first TWO track point nights. Following second night, no driver may claim unless they competed at ALL previous weekly sanctioned track point events. Engine claim rule will not be in effect on season championship night. Exception is: If a driver is claimed at any weekly point event, he may claim at any following event at that track without needing perfect attendance.
3. Driver can only claim one engine, one shock (one or all shocks at the same time), and one carburetor during current calendar year. Exception is after any driver has had more than one engine claimed, they are eligible to claim as many engines as they have had claimed and will be issued a 'Red Card' from IMCA enabling them to do so - once they have made a legal claim.
4. Driver allowed only one claim per event, regardless of outcome. Driver claiming engine cannot claim shocks or carburetor on same night. No driver may claim the same driver more than once during current calendar year - engine, shocks or carb. Driver being claimed is subject to only one claim per event. If multiple claims are made on same driver, engine claim takes precedence over shock and carburetor claim. Shock claim takes precedence over carburetor claim.
5. When claim rule is in effect, top four finishers must report directly to claim area and are subject to claim by any eligible driver finishing fifth on back in feature that is scored on the lead lap. Should one (or more) of the INITIAL top four finishers be disqualified, ANY DRIVER ADVANCED INTO TOP FOUR is NOT eligible to CLAIM or BE CLAIMED.
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.)
7. 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.
8. 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.
9. 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.
10. 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.
11. Any driver voluntarily withdrawing a legal claim will be charged with the claim and fined \$200. If exchange option is chosen by claimed driver, claiming driver can not withdraw claim, if so, claiming driver will be issued refusal penalty.
12. 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.
13. 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.
14. 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.
15. Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine and/or suspension.
16. 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.
17. 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).
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. 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.
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. 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.
21. 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.

### **CLAIM REFUSAL**

1. 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.
2. 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.
3. 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.
4. Engine refusal fine – Sport Compacts, Hobby Stocks, Northern and Southern SportMods™ \$1000; Stock Cars \$1,500; Modified and Sprint Car \$2,000. Shock and carburetor refusal fines - \$1000 in all IMCA divisions.
5. 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.
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, 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.
3. 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.
4. 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. 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.
3. 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.
4. Should any driver voluntarily withdraw a legal carburetor claim, he/she will be charged with a claim with no penalty.

### **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. Effective January 1, 2016 all GM 602 Crate engines must have the 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 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.