



GENERAL RULES

For specifics pertaining to the IMCA rules we MUST follow for sanctioning reasons, visit IMCA.com.

All participants shall be subject to all the rules and regulations of Lafayette County Speedway as hereinafter set forth, as well as rules and regulations which may be added during the season. All drivers, mechanics, pit crew, family members and friends are subject to these rules and regulations. All drivers are designated as the responsible parties for all actions of their mechanics, pit crew, family members, and friends.

NOTICE: By entering a Lafayette County Speedway event (paying the entry fee or pit pass), ALL drivers/teams consent to follow ALL rules, regulations and decisions made by the track and Officials. Drivers/teams also relinquish ALL rights to legal actions against the Lafayette County Speedway and/or its Officials. There will be ABSOLUTELY NO contesting of any rule or decision made by track officials.

- **NOTICE: SNELL-RATED SA2015 OR SA2020 HELMET REQUIRED. SFI-APPROVED FULL FIRE SUIT REQUIRED. FIRE RETARDANT GLOVES, SHOES AND NECK BRACE (OR HEAD AND NECK RESTRAINT) REQUIRED ANYTIME CAR IS ON THE RACING SURFACE. ALL OF THE ABOVE IS REQUIRED IN ALL CLASSES COMPETING AT LAFAYETTE COUNTY SPEEDWAY. IF YOU DO NOT HAVE REQUIRED EQUIPMENT, YOU WILL NOT BE ALLOWED TO HOT LAP OR COMPETE.**
- Lafayette County Speedway management and officials reserve the right to refuse entrance to any person or persons into the pit area or the grandstand area.
- Anyone entering the racetrack does so at his/her own risk. Everyone entering the pit gate must read and sign the release/waiver form. Everyone entering the pit area must wear a valid pit pass to be covered by insurance. Parents must sign a minor's release form for children under the age of eighteen.
- Anyone not wearing a valid pit pass will be removed from the pit area and will be required to purchase a pit pass or grandstand pass to re-enter.
- Anyone involved in an accident while on Lafayette County Speedway premises must report the accident to the Race Director before leaving the premises. Failure to do so will result in denial of insurance coverage. Any person who is injured and unable to report the injury should have a crew-member, family member, or friend report the incident to the proper official.
- LCS is not liable for any claim that is in excess of the track's insurance coverage.
- A minor release will be required for anyone entering the pits that is under the age of eighteen (18).
- Fighting will not be tolerated on any of the LCS premises at any time for any reason, including the pit area, the spectator area or the parking lot. LCS has the right to eject, suspend, and/or ban anyone from the complex and/or premises for fighting. The driver will be responsible for the conduct of his mechanics, pit crew, family members, and anyone associated with his particular car or in that particular pit space.
- Touching an official with force or the intent to harm will cause the individual(s) to be suspended from the LCS premises for a minimum of 1 complete race event. If a driver is ejected he or she will lose all points accumulated for that event. The Track Director's decision will be final.

- Personal vehicles are not allowed in the pit area however disability accommodations can be made by contacting the Race Director.
- NO SPEEDING IN THE PIT AREA. If any official observes speeding and / or reckless driving in the pit area, you will be disqualified and lose all points and money won for that racing (series) event(s). The infield is considered part of the pit area. All drivers will use a slow pace when entering or driving through the infield. This rule will be strictly enforced.
- Each car must be able to start, move forward and back up under its' own power.
- Anyone (Driver, crew member) going to the flag stand or stage area with a complaint may be disqualified for that event(s) and will forfeit all money won and points for that event(s). If you have any questions or comments about your race, it must be taken to the Race Director after the racing program has been completed.
- Special events may be governed by different rules and/or racetrack procedures.
- If a car is rolled that car is prohibited to race the same evening. It must be thoroughly gone over by the driver and his crew and may be subject to tech inspection before taking to the track at the next night of racing.

RAIN POLICY:

In the event of race cancellation due to rain, our policy is as follows:

- If all heat races are complete, the show is considered complete. No refund of pit pass or spectator tickets will be refunded. Any feature races that have not been completed will be made up.
- If there are heat races remaining to be run, pit passes and spectator tickets will be honored.

DRIVER REGISTRATION:

- Drivers must be registered in each class that the driver participates. This is a driver registration, NOT a car registration. If a driver participates in multiple classes at LCS, the driver must be registered in all classes in which they are competing, with a valid completed registration form accompanied by the appropriate driver registration fee for each class. Driver must also pay a pit pass for each car being raced. For the non-sanctioned classes, after racing with LCS three points races, you MUST pay the registration fee. Please note: special IMCA rules for each class registration/ability to register are listed under those specific class rules.

DRIVER CHECK-IN:

- All racecar drivers must check in (face-to-face) with the scorers. Cutoff to check-in drivers is 6:30. The driver must check himself in, as race officials will not seek out drivers to ensure they are checked in. If a driver is in the pits, but fails to check in, that driver will start scratch in the first qualifying race for failure to check in. There will be no exceptions to this rule. This is the DRIVER'S RESPONSIBILITY!
- All drivers must be ready to compete in their assigned event and have their cars lined up according to the lineup posted before each event enters the track or they will start on the rear. You are responsible for knowing the time of your race. Do not rely on the PA system. The flagman will not hold the race for any driver that is unprepared.
- Qualifying and points are awarded to the driver, not the car. A driver may change to another car after he (or she) has notified the officials and before the green flag is displayed. If the qualifying events (heats) have been completed, the driver must start last in the B-main or A-main event, whichever is the next event for the driver. Failure to abide by this procedure will result in disqualification and loss of all money and points for the entire event.

RULES FOR RACING ON THE TRACK:

Flag and light rules:

All drivers must know and understand the starter's flags. The Flagman is in charge, and has complete control of procedures while the race is going on. The Flagman will use several different flags to communicate with the drivers and control the race

Green Flag: Start or Continue Racing

The flagman will signal the pace car and drivers the race is about to start. When the pace car has left the track, the yellow light will go out. Cars must stay nose to tail until past the orange cone.

All cars must stay in their line-up positions and cannot move out of line behind the car being followed and cannot pass any cars until the Flagman waves the green flag, turns on the green light their car has passed the orange cone.

On the initial start, all cars must stay in a tight double file (this means nose to tail) until the flagman displays the green flag and car passes the orange cone. If more than two (2) unsuccessful starts, cars will restart single file, and will restart single file for the remainder of the race.

Yellow flag: Caution - Slow to pace speed

When the Flagman displays the yellow flag or the yellow light comes on it is not safe to race. There is absolutely no racing back to the start/finish line! Slow down in a safe manner and form a single file line directly behind the car you were following during the last green flag lap. A score keeper or flagman will direct you as to what position you should line up in.

- The yellow flag will be charged to all racecars that officials deemed were involved in the cause of the yellow flag. If you spin to avoid a collision, you will get your spot back.
- If a racecar or racecars can be determined to be responsible for a yellow flag, those cars will be sent to the back of the field, and all other cars will retain their positions from the previous lap. If no initiator for the yellow can be clearly determined, then all cars involved will be charged with the yellow flag. If you spin to avoid a collision, you will get your spot back.
- During the heat race any car that has an unassisted solo spin that brings out the caution, will be sent to the pits.
- Any car that is charged with two (2) yellow flags in the same race will be sent to the pits.
- ANY CAR REPAIRS MADE DURING A CAUTION PERIOD MUST BE DONE IN THE DESIGNATED RACE PIT AREA.
- ANY CAR THAT GOES TO THE DESIGNATED PIT AREA DURING A CAUTION WILL RESTART THE RACE AT THE REAR OF THE FIELD.
- Race track officials will NOT work on your car. For example: sheet metal removal, cars must go to the pits.
- All drivers must stay in their car while it is on the race surface unless instructed to get out by race officials or safety crew. No drivers, pit crew, or family members are allowed on the racetrack.

Red flag: Danger - STOP!

- Stop as quickly and safely as possible and remain stopped unless directed to move by safety / fire crews or track officials. The race will be held until the safety / fire crew and ambulance crew reach and clear the accident area.
- No pit crew or families are allowed on the racing surface of the track for any reason during a red flag. Only safety personnel, wrecker crews, and race officials will be allowed on the track to clear the accident scene.

Black flag: Leave the race surface immediately

- A black flag usually indicates disqualification for that race unless otherwise notified. The car must proceed directly to the designated infield pit area immediately. The racecar may be allowed to resume racing if the problem can be and is resolved.
- The car will cease to be scored immediately after receiving the black flag the first time it is displayed. Failure to yield to the black flag will result in disqualification for that specific race or the entire event and may possibly involve a suspension.

Blue flag with yellow stripe: Move over for faster cars

- If a slower car is blocking the way for the leaders, the Flagman will show the blue & yellow flag. This flag indicates to the driver that he/she is about to be lapped by the leader(s). Proper procedure is to hold current position and racing line to allow the leaders to have the racing groove. Do not make sudden moves to left or right or change the line in which you have been running.

Lap Traffic:

Any lapped cars, cars that are not on the same lap as the leader, will line up behind cars that are on the lead lap.

White flag: Last lap

- Last lap, one final racing lap until the race is complete. If a caution would come out after the leader has taken the white flag, the race will be complete.

Checkered flag: Race is complete

- The Flagman will show the checkered flag when the race winner first crosses the finish line. Cars are scored in the order they cross the finish line. The race is completed and the unofficial results are complete. Top 5 finishing cars will report to the tech area after each race. Even if there are only 4 cars that would redraw after a heat race, top 5 cars are still to report to the tech area.
- A completed lap is when the lead car crosses the start / finish line.
- Regardless of the number of laps completed when the checkered flag is displayed, the race will be considered complete.
- Heat races: If you wish to hand out a checkered flag to the fans following your heat race win you MUST pick it up from the corner official in 1 & 2 immediately following the race and turn around there to head back towards the grandstands to hand it out. If you choose to go to the infield first for draw and/or inspection, you will forfeit handing out a checkered flag. We need to keep the program moving and will not wait for you to come back ground from the infield.

Rough driving and bumping:

- Rough driving, and/or retaliation will not be tolerated. All cars that participate in any malicious/retaliation bumping or ramming, whether on the track or in the pits, will be disqualified and lose all points and awarded money for that event at a minimum.
- A second offense will result in loss of the driver's year-to-date points, one-month suspension.
- Third offense will result in suspension for remainder of racing season.

Heat races:

The number of cars entered each night for each class will determine the number of heat races. The intended number of cars per heat race will be as follows:

0-9 cars = 1 Heat

10-18 = 2 Heats

19-30 = 3 Heats

Heat Laps: Modifieds = 8 laps. SportMods, Limited Late Models & Hobby Stocks = 6 laps. Four Cylinders = 4 laps.

***All laps are subject to change depending on conditions.**

B-mains:

- 18 cars will start the A main event unless there are 20 cars checked in, in that case all 20 will go to A main and no B main will be run. (Certain divisions may be exempt from the 18-car field at Track Directors discretion) The number of cars attending will determine the number of cars to be qualified through heat races. All other cars will go to the B – main. All B-mains will be 10 laps in length. Starting positions for the B-main will be determined by the finishing position from the heat races. Any car not finishing the heat race will automatically be entered into the B main, even if a higher finishing car falls out of the race or is a scratch for the night. Top finishing cars from B main will fall on the tail of the A main in the order in which they finish the B main.

A-mains: Intended laps for each feature are as follows. Race director reserves the right to adjust due to special circumstances.

- A. IMCA Modifieds 20 laps
- B. IMCA Sport Mods 12 laps
- C. 4 CYL 10 laps
- D. Hobby Stocks 10 laps
- E. Limited Late model 15 laps

ALL FEATURE RACES WILL BE RUN IN A TIMELY MANNER.

- If any certain race results in numerous cautions, the race may be shortened at the discretion of the track director. No yellow flag laps will be counted toward the completed lap total.

Technical inspection area:

Top five cars must report immediately to the tech area after completion of race, no exceptions. A cool down hose is available in the infield. Failure to directly report for technical inspection will result in disqualification of the car and will be penalized any money or points awarded for that event.

- All cars are subject to a technical inspection at ANY time and must be in compliance with all rules and be in acceptable racing condition and be free of mechanical defects.
- Please be aware that the post-race tech inspection is not the place to find out your car is illegal! Please study your class rules, and know them by heart!
- All cars with weight rules may be required at ANY time to go over the scales.

- The cars as designated by the track director, in each class will go to the tech area for inspection. Tech inspection area will in the infield unless tech inspector request you go to your pit for further tech. Other finishing positions may be added to tech at the discretion of the track director or other designated officials LCS reserves the right to inspect any car at any time for rule violations to ensure equal competition and in the interest of safety.

Engine Pump procedures: *ANY ENGINE USED IN COMPETITION THAT HAS A CUBIC INCH OR COMPRESSION RATIO RULE AT LCS IS SUBJECT TO CUBIC INCH AND COMPRESSION INSPECTION.*

Any engine that is subject to cubic inch verification will be tested in the following manner:

- Pump test will be performed. If engine is found illegal, cylinder head may be removed for verification of cubic inch.
- All vehicles with cubic inch rules are subject to engine pumping procedures. Any driver may choose to have cylinder head removed instead of pump procedure. Compression ratio will be checked with a whister randomly throughout the season.

Switches and Buttons:

- Any toggle, rocker, or bush button switch, must be in plain view of technical inspector. Driver must show the technical inspector what each switch or button operates.

ANY CAR FOUND TO BE TECHNICALLY ILLEGAL WILL BE DISQUALIFIED AND WILL NOT RECEIVE ANY MONEY OR POINTS FOR THAT EVENT (NIGHT). A SECOND OFFENSE WILL RESULT IN THE LOSS OF MONEY FOR THAT EVENT AND POINTS ACCUMULATED FOR THE YEAR. POINTS AWARDED:

- Point structure for all classes will follow IMCA rules. Please reference the IMCA general rules, Point Structure section for those details: www.imca.com/wp-content/uploads/2013/08/2017-General-Procedures-letter-2.pdf.

Safety:

- Diesel fuel is not allowed on racecars. Mudd Off or baby oil is allowed.
- Anti-freeze is not allowed in any race vehicle. Any EPA approved coolant /additive with water may be used.
- Wheel weights are not allowed.
- Sharp edges are not allowed anywhere on the car that could damage another car or person. Pay special attention to bumpers and nerf bars. No open tubing allowed - must be capped or rolled.
- No driver, crew member, or fan is allowed in the infield during the racing event. Any questions or concerns over the racing event must be taken up with the race director AFTER the racing event has concluded.

LCS reserves the right to change the race program and / or race procedures at any time for the improvement of the racing event. No rules have ever been written that cover every possible situation. In those particular events, the track director will make the decision to cover the situation. LCS reserves the right to amend any rule at any time in the interest of safety or to rewrite the rule for clarification.