

IMCA LINE-UP PROCEDURES *(Unless otherwise noted, 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. For all future track points nights scheduled for the season, heats are lined up by driver's three-event IMCA point average, stagger inverted, lowest point average to front, highest point average to rear. Point averages are figured by driver's average IMCA points earned in driver's three most recent appearances in weekly points events at the track. 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.
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 three-event IMCA point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to three-event IMCA point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to three-event 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. Driver does not lose point average for missing any race nights. Once driver establishes a point average, the driver maintains a point average for remainder of the season.
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. Other than opening night, track may have additional programs where a draw-redraw system may be used for line-ups. Track may hold one draw/redraw program for every four weekly track points events scheduled for the season. Non-track point events are excluded. Must be requested in writing and approved by IMCA prior to race.

IMCA 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 any signaling device 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.

IMCA POINT STRUCTURE *(Unless otherwise noted, 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 any points (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 50 sanctioned events at tracks located in that state in the Modified, Stock Car, Hobby Stock, Northern SportMod, Mod Lite and Sport Compact divisions; and based on driver's total cumulative points for first 40 sanctioned events at tracks located in that state in the Late Model, Sprint Car and Southern SportMod divisions.
7. REGIONAL and NATIONAL standings for 2021: Modified, Stock Car, Hobby Stock, Northern SportMod™, Sport Compact and Mod Lite drivers will use their BEST 25 finishes of their FIRST 50 starts at sanctioned events in their region to determine their regional and national standings. Sprint Cars, Late Models, and Southern SportMods™, along with Junior National and Lady Eagle championships, will use BEST 20 finishes of their FIRST 40 starts. (Non-point disqualifications will not be included in race starts).
8. SERIES standings are based on driver's cumulative points in that series; "Best of" exceptions may apply in certain series.
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. No bonus points awarded to series champions; exception is Sprint Car division. One bonus point will be awarded per each track's average car count in that division, with a maximum of 15 points earned for any track championship. For example, if track averages 12 cars, track champion will be awarded 12 bonus points; if track averages more than 15 cars, bonus is capped at 15 points. Bonus points will be ADDED to driver's year end point total (they will not replace finishes). Driver is awarded one track or series championship for bonus points in Sprint Car and Mod Lite divisions and one track championship for bonus points in Late Model and Southern SportMod™ divisions (if driver gets more than one championship, highest number is used). Two track championship bonuses will be awarded in Modifieds, Stock Cars, Northern SportMods™, Hobby Stocks and Sport Compacts, with maximum of 30 cumulative bonus points. No bonus points are included in determining Junior National or Lady Eagle championships. Track must schedule and complete at least eight race programs for full bonus point structure to apply; bonus will be pro-rated for track completing less than eight scheduled events. For tracks 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.