

## 2023 Merced SPEEDWAY

### GENERAL RULES AND PROCEDURES

Welcome to Merced Speedway. On behalf of the owners and staff, we would like to thank you for choosing to race at Merced Speedway. We are a IMCA sanctioned track. We will operate per the general rules used by IMCA for our weekly racing. Specials may or may not have slightly different rules based on sanction or type of race. With that said, some slight changes or modifications are made to those rules and may or may not be unique to this track.

#### Sign in/Registration:

All drivers will draw for starting or qualifying position in the red barn by the pit board once they have purchased their pit passes, and signed in.

Drivers MUST declare at this time which class they will race in that night.

. Driver must rent a transponder if they don't have one in working conditions. Rental fees are \$20 per night and are available at the pit enter booth.

Draw will close at 5:30, unless otherwise noted.

If for some reason you plan to race, but cannot make it in time to draw, please have someone draw for you.

\*If it becomes habit to call for draw and then do not show up, you will lose your ability to do so in the future. PLEASE DO NOT ABUSE THIS PRIVILEGE.

Draw will be conducted using a computer generated random number, (1-100) via MyRacePass.

Drivers will be placed in heats based on the number they have drawn. The lowest number (1 for example) will be the pole sitter for heat one. The next lowest number drawn whether it be a 2 or a 12 or so on, will be pole sitter of heat 2. The next lowest will now go to second spot in heat 1, or pole of heat 3 and so on, depending on the number of cars signed in that night for that class.

\*JUST BECAUSE THE NUMBER YOU HAVE DRAWN SEEMS HIGH, IT DOESN'T NECCESARILY MEAN IT IS A BAD NUMBER. MANY TIMES, THE LOWER NUMBERS NEVER WERE DRAWN, SO YOU STILL MAY END UP WITH A FAVORABLE STARTING POSITION FOR YOUR HEAT.

#### LINE-UP PROCEDURES 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.
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.

ALL I.M.C.A. DRIVERS racing at Merced Speedway are required to have an official license. It must be in possession at the track and presented upon request

If you have sponsors that you would like recognized by our announcer, if you win a race or possibly other times, please make sure to provide that information to the track announcer or scorers at sign in time.

Each night, there will be a Drivers meeting that will be held at the Pit Board. It is mandatory that all drivers are present for the meeting each night. The meeting will usually be held approximately at 5:15 p.m.

Line-Ups Non-IMCA for regular night

Heat races for regular race nights will be by draw.

Depending on how many cars are signed in for that night will depend on the amount of heat races.  
There will never be more than 10 cars in a heat race.

Lap amounts for Heats: MLM, Mini Stocks, Valley Sportsman, Hobby Stocks, IMCA Mods, IMCA Sportmods, IMCA Stock Cars will be 6-8 laps

If necessary, a semi-feature will be run for Feature positions not earned in a heat race, when car count is higher than the number of starting positions available. MLM and Mini Stock will run 8-10 laps, all other classes 10-12 laps.

Feature lineups will be set by a redraw invert.

If there are 2 heats ran, the top 3 cars will redraw.

If there are 3 heats ran, the top 2 cars will redraw.

If there are 4 heats ran, the top 2 cars will redraw.

16 cars will advance to the feature if there are 2 or 4 heat races.

15 will advance with 3 heats.

All remaining cars will run through semi-feature if needed.

All Features will start up to 20 cars, unless otherwise noted by promoters.

**\*\*There will be no alternates or provisional spots for regular night racing.**

–Modified & Sport Modified features will be 25 laps, 30-minute time limit.

–IMCA Stock Car & Hobby Stocks features will be 20 laps, 25- minute time limit

–Mini Stock, MLM, Valley Sportsman will all be 15 lap features with a 20-minute time limit

Feature redraw will be conducted at the Pit Board approximately 5 min following the final heat race of your division. Drivers will be notified over raceceiver and directed at track exit to the scales for redraw and weight check.

If you are not present for the redraw, your spot will be drawn by the tech official. Please be at the Pit Board asap after your heat.

Heat races will be lined up in staging, pointing out towards the track. Lineups and running order will be placed at the Pit Board. **We will not be responsible for making sure you are staged on time. Please be aware of when your race will be and be on time to the staging area.**

Any driver that is not in staging at the time the cars are sent to the track, will be sent to the rear of their race. This means that once the wheels are rolling on the next race out of staging, even if you are pulling up, you are late, and will start at the rear.

If you are having mechanical issues and need extra time, we are willing to work with you, but you or a crew member **MUST** notify an official so that we will “reserve” your spot. This is a way for us to help you out, not an excuse to be late every week. If this becomes a weekly issue, it will no longer be allowed for that driver.

Once a heat race is sent on to the track, all cars need to stay grouped together double file. The flagman will be giving one to go as you go by the Flag stand. This will happen for all heats and semis. This is a way to save time and avoid curfew issues later in the night. **DO NOT COME OUT FULL SPEED IF YOU ARE THE LEAD CARS, LET ALL CARS BEHIND YOU ON TO THE TRACK FIRST SO THAT THE FIELD CAN GET STACKED UP AND READY TO START THE NEXT TIME BY.**

In the event that a backup car is needed after a heat race, it will be allowed to start the feature; however, it will be placed at the rear of the field for the start of the race. If a driver switches cars after drawing, or after a heat race, they will also be required to start at the rear of the field for their race.

Drivers may run in different classes, but they must meet the following requirements:

The same car **CANNOT** be used in 2 different classes. There must be a different car for each division.

If your heat race in one division immediately follows your other heat race from another division, you must have your car at the staging for the next race, to help save time.

Drivers must be competitive in the race and not posing a danger of causing a major wreck due to large difference in closing speed between the lead cars and said uncompetitive car.

If deemed uncompetitive by an official, the driver will be black flagged.

A specified time to complete one lap or 5 laps combined may be used by officials to deem a car competitive or not. **THIS IS AGAIN STRICTLY FOR YOURS AND OTHER DRIVERS SAFETY.**

## On Track Race Procedures:

All races will start when FLAGMAN goes green somewhere in the start zone. Start Zone will be between the orange cones in turns 3 and 4. Flagman will determine when car is in an approved starting pace and ready to race. The start will not count if the front row of cars is not side by side at that point. The start will also not count if the lead car starts too early, for example coming off the backstretch into turn 3, as opposed to in the middle.

If it is deemed by the starter or any other official that the start was jumped or started too early by leader, there will be one chance at restarting it as is. Second offense by the same person will result in that person being moved back one row.

**All drivers on the track are REQUIRED to have an operating Raceceiver on, whenever on the racetrack.**

\*Merced Speedway uses channel 454.000

If you are having trouble with your raceceiver, change the battery, blow out the plug for the earpiece. If still having problems, please notify an official so that the scorers and track officials are aware of it.

Drivers that do not have a raceceiver will have the option to purchase one from the track. Random checks may be done throughout the event to confirm driver has one on and working. If we must move you twice, you will go to the back. To put it plain **“ No Raceceiver = No Race”**

\*Drivers and fans should not have to wait for you to try to figure out where you're supposed to be because you do not have the proper equipment!

If there is a caution, all drivers need to get single file, as soon as safely possible. DO NOT TRY TO RUN NEXT TO SOMEONE BECAUSE YOU THINK THEY ARE IN YOUR SPOT. The scorers will notify you over the raceceiver where you should go. The quicker you are single file, the quicker the scorers can verify your position and correct it if needed.

Once properly lined up the restarts will be lined up in a “Delaware double file” order. If we must tell you more than twice where to go and you do not, you will be put to the rear or directed to leave the track.

**The leader starts out front by themselves, 2nd place chooses the high or low lane. All other cars follow from there. 4th inside 5th outside and so on. YOU MUST REMAIN INSIDE THE FRAMERAILS OF THE CAR INFRONT OF YOU! (Refer to image for clarification.)**

**This will always be the restart procedure for heat races. Features will go to single file after 4 cautions, or if deemed necessary due to curfew constraints. Bad starts or debris do not count against the 4 cautions.**

Laps are scored at the Start/Finish line, NOT anywhere else on the track. For instance, if you pass someone on the backstretch and the yellow comes out before you have crossed the line, you unfortunately do not keep that spot, because that lap did not count. In some cases, even if you have crossed the line, it still may be a situation where the lap does not count.

Arguing with officials because you think you should be in a different spot takes up valuable time, that on some nights we don't have to spare.

In the event that there is a caution, and one lap has yet to be completed, there will be a complete restart. Cars not involved in the caution will get their spots back

A lap is considered complete once all non-lapped cars have crossed the start/finish line. Scoring will be stopped immediately upon a yellow being called for.

In the event of a RED flag, all cars need to come to a stop as quickly and safely as possible. PLEASE TRY TO LEAVE ROOM FOR EMERGENCY EQUIPMENT OR PERSONELL TO ENTER THE TRACK IF NEEDED. We will try to direct you over the raceceiver if we need you to move and where to go. Failure to do so will result in disqualification.

Any car that is involved in a wreck and stops on the track, bringing out a caution will be sent to the back.

-THERE WILL BE A FEW EXCEPTIONS TO THIS.

-If you stop or spin to avoid a wreck and do not make contact with the wreck you will be given your spot back. However, if an official deems that you were part of the initial incident, and no one was at fault (just a racing accident) all cars involved go to the rear. Most times a driver deliberately taking out someone is easy to spot. However, no Human Being is perfect and at times mistakes will be made. We understand that sometimes the wreck was indeed not deliberate, but if in the judgment of the official, you caused the driver to wreck, you will be considered the cause of the caution.

– If you hit another car as retaliation under yellow or after the checker you will be disqualified for that event.

#### No fault Yellows

-In rare cases, yellow flag may be thrown and give all cars their spots back as they ran. This is mainly done for safety concerns, whether it be a fuel leak or something similar, OR for example 4 cars are involved in a wreck, but none of the cars actually stopped on the track, but another car spun to avoid said wreck. In this case no cars will be penalized per previous rules listed above. This was just an example, but other similar situations may allow for it. In the instance of this ruling, drivers will be notified over the raceceiver that it was "A No Fault Yellow".

Heat races are a 1 and done caution rule.

Any driver that causes 2 cautions during B or A Main will be Black Flagged and must exit the track. This does not mean you are Disqualified.

-If a driver spins out UNASSISTED 2 times, or if a driver has caused a caution due to mechanical failure or rough driving, this will also count as a caution against them.

If you are involved in a caution and your car is no longer drivable, you are required to stay inside your car until it is removed from the track. If you get out of your car you are subject to disqualification for

that event. The only exception to this is if your car is on fire, upside down, etc. or an official or track worker directs you to get out. In this case stay near your car if safe to do so.

All races will have a set time limit. Heat races will be 1 minutes per lap. In the event of a red flag, the clock will stop. Also, if it is deemed that it took too long on our end to remove disabled cars in a timely manner, it will not be counted against said time limit. In the rare event that a heat race is ended by time limit, it will be considered a yellow/checker and scored on the last completed lap.

In the event an official deems a car running to be unsafe due to mechanical conditions, the BLACK flag will be displayed to that driver. That driver will need to exit the track in a safe manner, either to the infield or the pits.

The other reason a BLACK flag may be used, is if a driver has been disqualified during a race for rough driving or other in race offenses.

If you have been black flagged and do not proceed off the racetrack, you will no longer be scored after 2 laps. If you have been disqualified, that will not matter and may face other penalties. The race may be red flagged & car will be removed from the track.

No driver or crew member is allowed to approach or enter the score tower during a race. If you do, you will be immediately disqualified.

During a feature, if we get to a single file start, the race still is started in the middle of turns 3 and 4. We do not use a passing cone. Once the race is green, which is indicated by the GREEN flag and green lights, the race has started. PASSING IS NOT ALLOWED UNTIL IT IS GREEN. DO NOT PULL OUT OF LINE TO TRY AND GET A JUMP ON CARS. IF YOU JUMP, YOU WILL BE PENALIZED 2 POSITIONS. YOU MUST REMAIN INSIDE THE FRAMERAILS OF THE CAR INFRONT OF YOU! (Refer to image for clarification.)

If 3 consecutive restarts are attempted for one lap, the next start will be Single file, regardless of number of cautions. The one exception is on the initial start of the race.

During all races once the white flag has been displayed AND the leader crosses the line, the race is official if a caution comes out before the leader takes the checkers. The race will officially end under yellow/checker. It will be scored based on the last COMPLETED lap with the cause being scored as last place.

All cars must have numbers that are easy to read. It is very difficult to score cars going by with a duct tape number. Numbers need to be visible at night also, from a distance so that officials, safety crew, etc. can easily see them. If your number is too difficult to read, it WILL NOT be scored. Cars must also have numbers on the roof that are visible to officials, along with a number on your fuel cell so that drivers on track behind you can easily recognize you if they are told to move over the raceceiver.

Immediately following each heat race in all divisions, the top 4 may be told to scale. Those cars must meet the weight requirements as listed in division rules, which can be found at [www.mercedspeedway.net](http://www.mercedspeedway.net)

If a car fails to meet the proper weight requirements, or any other rule violations in inspection, they will be disqualified, and may have to run in a semi-feature if necessary.

Upon completion of all features, the top 4 cars will be required to go to the scales for post-race inspection and weight checks. Any cars that fail to make required weight, or fail post-race inspection, will be disqualified, and forfeit their points and pay for that evening.

The "Hot-pit" area for changing tires, or other repairs is outside of turn 2 at the pit entrance. Please pull far enough in for tow vehicles to get on/off the track. IF YOU GO TO YOUR PITS OR OUTSIDE THE DESIGNATED HOT PIT YOU WILL BE CONSIDERED RETIRED FROM THAT RACE AND WILL NOT BE ALLOWED BACK ON TRACK.

Tire Changes, etc. are only allowed during semi-features and features. If you pull off during a heat race you are out of that race. Drivers will be given 2 courtesy laps (time providing) to make repairs. These laps begin once the field has been relined in the correct order.

#### DRIVER AND CREW CONDUCT:

Fighting is prohibited on the grounds of Merced Speedway. Anyone caught fighting will be subject to fines, and or suspensions from Merced Speedway and possibly IMCA Racing.

Drivers and crew are to conduct themselves in a professional manner while at the track. There are children present that look up to you the drivers and are heroes to them. These kids are the future of our struggling sport and if their parents aren't comfortable bringing them to the track, they won't be here to take part in it when they are older.

Harassment, yelling, physical contact, and/or threats to officials or staff will not be tolerated. We will always be willing to listen to your concerns, but only if conducted in a calm, adult conversation. If you come to an official screaming and yelling, they have been instructed to move on. They don't get paid to deal with that and are here for the same reason as you; They love this sport too.

The track official that stands at the track entrance needs to be left alone to do his/her job. Cars are coming on and off the track, along with flying dirt, and possibly out of control cars. They need to keep their full attention on their job at hand. If you have a concern, please relay it to the Pit Stuart WHEN they are available, and they will relay it to the other officials.

Drivers are responsible for the actions of their pit crew members and may be subject to disqualification upon failure to comply with rules or officials.

From time to time, we would like to have some driver interaction with the fans. This usually is done during intermission. Our announcer may ask to interview you so that the fans can get to know you better. We will also have some autograph sessions before the races or during intermission at points throughout the season. There are a few \$5 admission "Fan Appreciation" nights this season. These nights we tend to get fans that do not normally attend the races. We would really like to involve them in some manner in hopes to gain them as new fans to the great sport of Dirt Track Racing!



Social media is a good and bad tool for any business or sport. While this is considered a hobby and a sport, it is also a business. Please refrain from negative comments on social media. They do no good for our struggling sport. If you have issues, all of the officials are willing to listen, at the right time. Social media such as Facebook, Twitter, Snapchat, etc. should be used to help promote the sport and the track and drivers, not to bash it or them. Let's make racing great again!

Once again, thanks for choosing to race at Merced Speedway. We hope you enjoyed yourselves and hope to see you again next week!

