

# 2025 NYPENN IMCA MODIFIED SERIES TOUR

## GENERAL RULES

(ALL CHANGES ARE HIGHLIGHTED IN RED AND ITALICIZED)

1. All features, "A" Mains, will start at a minimum of 20 and maximum of 22 cars on all tracks. Features are a minimum of 25 laps and a maximum of 50 laps (except with prior approval). *EIRI- Except in rare instances; 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. Promoter has the option of starting additional cars. IMCA and drivers are to be notified of this at, or prior to, drivers meeting.
3. *Transponders are mandatory for 2025. All tracks we visit have scoring loops, MYLAPS transponders are what you will need. We HIGHLY recommend buying your own, this will help us line you up and speed up the show.*
4. Heat races will be a minimum of 8 laps. Length, number of "B" mains and qualifiers will be determined by car count and size of track.
5. ALL heat race lineups will be determined by pill draw except for when timed hot laps are being used to create the line up using the following formula.  
*18 or less, 2 heats. 19-24 cars, 3 heats. 25-32, 4 heats. 33+, 5 heats.*
6. The amount of redraw spots will be determined on how many cars/heat races there are. *MINIMUM OF 6 CARS WILL REDRAW, MAXIMUM OF 12. AS VOTING WAS CLOSE, WE WILL BE GIVING THE 'BOONE' STYLE A TRY. IF AFTER 3 WEEKS THINGS AREN'T GOING WELL, WE WILL GO BACK TO 'TRADITIONAL'. (Example will be at bottom of this section).* NYPENN Officials reserve the right to choose how many cars will be redrawn with a minimum of 2 spots per heat race. Dash races are strictly WINNER take all and will NOT determine the starting spot. The dash races are 100% optional for the drivers.
7. The drivers highest in tour points and track points (only if track points apply) who do not qualify through the heats/"B" Mains may be added as provisional starters and line up behind all qualifiers. Provisionals MUST have attempted to qualify through either a heat or "B" main. Each driver can use a provisional up to 3 times if needed. Any driver disqualified in post-race inspection is not eligible for any provisional. THERE IS NO PROVISIONALS ON THE FIRST TWO NIGHTS OF THE TOUR.
8. Time trials may be allowed instead of drawing to set heat races. Track has the option to use a time trial provisional to complete the feature line up (time trial Provisionals line up in front of point Provisionals). When drawing for heat races, we will have a mulligan draw at each race, it will be an extra \$10 but you must take the second number drawn. Money will go into the awards banquet.
9. THERE WILL BE NO DRIVER ALLOWED ON THE TRACK WITHOUT A CURRENT 2025 IMCA MEMBERSHIP. Each competing car must have the *Close Racing Supply, M.R. Grafix, and MD3* stickers that are handed to you at the track.

10. Points and contingencies are awarded to the driver. IMCA National, State, and Series points will be awarded at all events. All ties in the final series standings will be broken by best finishes.
11. Unsportsmanlike conduct or participating in any action or activity considered detrimental to IMCA racing or an IMCA track, at any sanctioned event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by NYPENN Series or IMCA. Any driver intentionally using his/her vehicle in a malicious manner: *minimum of \$100/maximum of \$250 fine* and/or suspension at discretion of officials and IMCA. *ANY DRIVER SPINNING TIRES IN THE PITS WILL FACE A MINIMUM OF BEING SCORED LAST AND A MAXIMUM OF DISQUALIFICATION. AFTER FIRST OFFENSE WILL BE FINED. Driver/crew will not be allowed at a series event until the fine is PAID to the series. Any type of abuse/harassment to ANY series officials will result in an AUTOMATIC one race suspension and fine.*
12. DRIVER is sole spokesman for the 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.
13. FIGHTING will NOT be tolerated, going to another pit will also not be tolerated. That falls under the unsportsmanlike conduct. If you're found in another's pit and or fighting, *minimum of \$100/maximum of \$250 fine* and disqualification with a maximum of a race suspension with a fine. *ANY type of altercation in tech will result in a minimum of two spot penalty and maximum of being put to the rear of the field (I.E. hitting another car or any other disturbance that results in tech having to stop doing their job).*
14. One way radios are a must, we will do a radio check when pulling from the pits. When we call the line up under caution get in the line up as quickly as possible. You will receive two warnings to get into position, the third will have you not scored and finishing in last.
15. All calls over the one way from the race director and or from other IMCA officials are final.

*('Boone' Style redraw example; 24 cars sign in 4 heats. Top 4 redraw. 12 cars. 1st & 2nd redraw positions 1-6 and 3rd & 4th redraw positions 7-12. You are racing for 2 redraw spots potentially, which should create better racing in the heats and add incentive to the heat races. If this don't work out by July 5th we will then switch back to the traditional style.)*

## **RACE PROCEDURES**

1. No driver may attempt to qualify more than one car in heat races. No car may be driven in more than one heat race. If a qualified driver scratches after heat, lineup will be made and positions are adjusted criss-cross. If it is a redraw position, the driver will redraw, then the position is adjusted by criss-cross. If a qualified driver changes car and/or motor for the "A", or non-qualified driver/car changes car/motor/driver for "B", those drivers must start in last position. Changing car/motor/driver will not be eligible for a provisional position. Once the car is staged, drivers cannot change cars for that race.
2. All cars must leave the staging area on demand, unaided, or go to the rear of the field. (Example: Needing a push from a tow truck/fellow competitor will result in forfeit of starting spot and **MUST** start in the rear).
3. In all qualifying races, heats and B's, on a first lap restart, involved cars will be sent to the rear and there will be a double-file restart. Cars will *flip flop* to fill positions. After one lap is completed, involved cars are sent to the rear. Restarts will revert to the last completed lap. Involved cars are any stopped on the track when a caution flag is initially displayed. Involved lead lap cars are sent to the rear of lead lap cars on the restart and in front of lapped cars. Involved lapped cars or lapped cars that visit the pit or work area will remain lapped upon a restart. Lapped cars remaining on track will be sent to the rear of the field.
4. In all 'A' of 'B' features, after one lap is completed, *NYPENN intends that all restarts will be double file with the leader's choice of lane all the way through the race. After TWO chances of a restart we will go single file the remainder of the race. If we have trouble completing laps after 3 tries we will start to click off one lap for each caution. Once laps are completed we will restart the cycle. IMCA reserves the right to institute single-file restarts for the remainder of the race if we can not complete a lap at any point of the race at officials' discretion.*
5. The 2-spin rule will be in effect for both heats and features. *This will be a judgment call by flagger and race director if others spin to avoid or are part of the cause for caution.*
6. Failure to remain nose to tail on **ANY** single-file restarts prior to the restart cone on restarts will result in a one spot penalty at the next caution or end of race. If more than one car is passed then you will be sent to the rear. This rule will depend on various reasons for passing the car ( i.e. car breaking or not able to go). IF there is a second starting infraction in the same race, *the driver will be sent to the pits and finish at the tail end of the field. On all DOUBLE FILE restarts, the leader controls the race, if any restart has two chances to restart the race and fails we will flip flop the trouble car.*
7. Head flagger will designate a restart zone with NYPENN cones, all starts will be fired in between the two cones or designated zone at drivers meeting. Flagger will determine if the start was too early or not. If not fired by the second cone it is a heads up start on the flagger.
8. **All races must finish under green flag conditions.** If the race is stopped after white flag is displayed, there will be a restart with a green, white, checkered flag. If the first car has taken the checkered flag, the race is scored on positions as though there is a restart.

9. All work on cars must be done in a designated work area, and cars will go to the rear. There will be a 2 lap grace period to change tires and do any work needed. Drivers can go to pits only under red flags and will go to the rear. Drivers will be allowed to re-enter any race at officials discretion.
10. If a rain-out occurs at any point before all qualifying (heats and B's) is completed, on the rescheduled event it will be considered a complete new show. All cars will then redraw for starting positions. If the event is not rescheduled at that point the show will be canceled. If rain-out occurs after all qualifying has been completed, the feature will be rescheduled if feasible. If not, all heat race qualifiers will receive pro-rated payout compared to the rest of the field. All qualified cars will receive 17 points. Non-qualifiers will receive tow money and non-qualifier points. Once a feature is half completed, if weather conditions are unforeseeable events that cause race stoppage, it shall be scored as a completed event. Cancellation of feature prior to half way with no reschedule will be treated as if race was never started and paid accordingly.
11. Procedural rules not addressed here will be referred to the IMCA rulebook regarding general procedures.
12. EIRI- Except in rare instances, decisions of IMCA officials are FINAL and BINDING without exception. In some cases, track procedural safety rules may take precedence over IMCA rules.

#### **TECHNICAL PROCEDURES**

1. All cars attending their first event must report to an official and will go through the NY-Penn Safety Inspection prior to hot laps unless otherwise instructed.
2. All qualified cars will be weighed and inspected immediately following qualifying races (heats and 'B's). Winner weighs first. The top five cars will be weighed and will report to the designated inspection area after the heats and features until instructed to leave by tech officials. Failure to do so after heat will put you to the back, after feature will be disqualification. Samples of tires may be taken following any NYPT event and sent to an independent lab for additional testing. ***ANY driver willing to protest a tire must have money in hand that night to cover lab costs.***
3. ANY disqualified car for weight rule violation after 'A' or 'B' feature shall receive last place points and monies. Any driver losing ballast while in competition will result in disqualification and 0 points. MARK ALL BALLAST WITH CAR NUMBER. ANY disqualified car for illegal equipment after 'A' or 'B' feature shall receive no points or money. Pay will be withheld from any driver whose tires are subjected to further testing until tire sample testing is completed and results become official.
4. Refusal by driver to sign deficiency slip will result in immediate disqualification and suspension from the remainder of the event. Refusal of any sort of tech will result in disqualification.