

General Rules and Policies
Winnemucca Regional Raceway Association
2026 Race Season

POINT'S SYSTEM, LINE UP, AND CAUTIONS:

- The driver's meeting before each race night is mandatory for drivers and anyone in the pit area.
 - Roll call will be taken and any absent driver will be placed at the back.
- 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 the pit gate closing time should be known to all competitors.
- The number of heats will be determined by the number of cars at each race. If there are less than 7 cars present, there will be one heat running that night for the class. If there are 8 cars or more there will be two heats for the class.
- Winnemucca Regional Raceway Association (WRRRA) follows "Outlaw Restarts" in which the first lap the flagger will start the race and on restarts first place starts out in the front, second place can choose high or low on the track, then so on and so forth.
 - If there are any questions on this, please ask an official.
- We do not race to the yellow. When a yellow flag is given, the lineup will revert to the last completed lap. ALL cars on the lead lap must have crossed the start line for that lap to be complete. Cars will be lined up according to the score sheet and MyRacePass (MRP). Lapped cars will be placed in the back in the same last lap completed order.
- Cautions will be caused and involved, the person who caused the caution will be charged with the yellow. However, all racers caused and involved will be sent to the back. The involved cars will be placed in front of the caused car and lapped cars. A protect the leader rule will be enforced at the DOC's discretion.
- In the heat races there is only one caution allowed. If you get a caution you will leave the track.
 - If you leave the race track for any reason during a heat race, you will not be allowed back on the track during that heat race.
- In the main event there are two cautions allowed and after the second caution you will leave the race track.
 - If you leave the track for any reason, you will go to the back of the pack.
- If you leave the track under caution, the racing officials will give you a minimum of two complete laps to make it back onto the track in the main event only.
- Line ups and scoring will be done by IMCA regulations for all classes and will be posted on MyRacePass.

IMCA LINEUP PROCEDURE:

- The first night of racing, all drivers will do a pill draw for the heat race. Qualifiers will redraw for starting positions.
 - One heat - top 5 redraw
 - Two or five heats - top 10 redraw
 - Three, four, or six heats - top 12 redraw

- 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 the front, highest point average to the rear.
 - Point averages are figured out by the driver's average of IMCA points earned in the driver's three most recent appearances in weekly points events at the track.
 - New drivers carrying no point average will start at the rear.
 - Two or more drivers having no average or same point average will be lined up at the discretion of the officials.
- "B" mains are lined up straight up from heats with highest finishers to the front.
- 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 the three-event IMCA point average. When three, four, or six heats are run, the top 12 qualifiers will be inverted for the main feature according to the three-event IMCA point average. IMCA and promoters reserve the right to relocate a driver from an inverted position to the rear of the field if deemed necessary for the safety and well-being of all involved. The remainder of the "A" feature is lined up straight up from the heats and/or "B" features.
- The driver does not lose point average for missing any race nights. Once the driver establishes a point average, the driver will then maintain a point average for the remainder of the season.
- 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 a feature is rained out and will not be run at a later date, all drivers are awarded last place points.
- The track has the option to line up season championships straight up by total points.
- Other than opening night, the track may have additional programs where a draw-redraw system may be used for lineups. The 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 the race.

REGISTRATION AND ADMISSION PROCEDURES

- Drivers and pit crew when entering the pits will need to stop at the pit shack to get their wristband. This has to be worn at all times during the race night.
 - If you lose your wristband, you will have to pay to get into the pits again.
- The wristband must be shown to the volunteer at the gate or pit shack each time you enter into the pits.
- There are pit stalls that are reserved for the season. They will all be marked. All other stalls are on a first-come-first-serve basis.
- All drivers running for track points must pay a membership fee of \$25 before the first race of the season to be eligible for points. If they decide to purchase their membership after the first race the price jumps up to \$30.
- Points will follow the driver and not the car, the driver is qualified and receives points not the car.

- No driver changes will be made at any time without previous notification of officials. All changes must be made in the pits only at the discretion of the track officials.
- All drivers must be members of the WRRRA at any Test and Tune event. This can be paid for at the time of the event if you find a track official.
- Attendance at the drivers' meeting is mandatory for all drivers and crewmembers. After the drivers' meeting the heat race lineups will be posted behind the pit stands, as well as on MyRacePass.
- As race time approaches, track officials will check the lineup of cars at the staging area near the track entry, but you should know your lineup position and be in place to move things along quickly. All races must start promptly and progress smoothly.
- Drivers should have their car to the staging area near the track entrance and lined up as soon as the class before them goes onto the track, or earlier.
 - If your class goes on the track and you are not with them you will stay at the back of the field for the start of the race. NO EXCEPTIONS.
- As one race finishes and those cars leave the track, the cars for the following event should be starting onto the track as soon as directed by the officials.
- WRRRA requires 3 cars per class to be present in order to earn points. Special consideration can be requested by attending a WRRRA meeting.
- No entering the track under a green flag.

GENERAL PIT RULES:

- Consumption of alcoholic beverages by anyone in the pit area including drivers, crewmembers, or pit spectators is not permitted prior to or during competition events at the facility. There could be random breathalyzing testing done at any time before and during the races.
- The consumption, use, distribution, or sale of illegal drugs (including marijuana) at ANY TIME shall be cause for immediate suspension and authorities will be immediately notified. The duration of such suspension is at the discretion of WRRRA officials and management.
- No driver should be allowed to race if he or she is under the care of a doctor. If a driver has been under a doctor's care, he or she MUST have a written release form signed by the doctor before being allowed to compete.
- WRRRA officials and management may require any participant to undergo a physical examination prior to competing in any event.
- The pits are an area that is used by all competitors. All competitors should do their part to keep the pit area clean during and after the races.
- At ALL TIMES there is 5 miles per hour in the pits.
- In front of the pit grandstands behind turn 3 and turn 4 there is a guard-rail, under NO CIRCUMSTANCES, does anyone cross that guardrail. If you or someone in your pit does this, you will be packed up and asked to leave because it is a safety issue.
- If you have children under the age of 12, they should be supervised by an adult and should be kept safely out of the way of moving vehicles. There are dark areas and blind spots for drivers, we do not want anyone getting hurt. If it becomes a continuous issue, you will be asked to take your children over to watch in the spectator grandstands.

TECHNICAL INSPECTION:

- Prior to competing all cars and all drivers' safety equipment shall undergo a preliminary technical inspection by track officials. This inspection shall be performed only with the car off the trailer or transporter, and the driver must accompany the vehicle during inspection.
- All safety equipment shall be in the vehicle at the time of the preliminary inspection. If in the judgment of the inspector, any car or drivers' equipment fails to pass the preliminary technical inspection, there is no "grace race" allowed.
- The safety equipment required for each racer is as followed:
 - Snell-rated SA2015, SA2020, or SA2025 helmet
 - SFI-approved full fire suit
 - Fire retardment shoes, gloves, and neckbrace (or head and neck restraint) required
 - Driver's side window net (and passenger if passenger is present)
 - Roll bar padding required in the driver's compartment.
 - 5-point safety belts that are no more than two years old
- A vehicle that passes technical inspection for safety related matters, but is technically not legal for a particular class is entitled to one "grace race." Any car that is non-compliant with WRR/IMCA rules will be allowed one "grace race" at the discretion of the tech inspector. They will not be included in the payout and will not receive points for that race. If a car shows up again without the needed corrections, they will not be allowed to race.
 - Joint point races are not included in the above rule.

CAR REPAIRS AND ACCIDENTS:

- Cars may be worked on in the pits at any time. Repairs may NEVER be made on the racing surface or in the infield.
- Crewmembers are not allowed on the track or infield at any time without the permission from a track official, even in the event of an accident or injury.
 - If an accident disables a competitor's car, he or she may move to a place of safety in the infield.
 - In general, when involved in an accident, unless there is a fire, drivers must stay in their car with their helmet on and their window nets and harnesses fastened until signaled by a track official.
- Violators will be disqualified from that race, whether it is the heat or main event. Violators will receive a maximum of last place points for the racing night. You will not be allowed to restart that event. Unless you are in imminent danger, wait for an official to tell you to get out of your car.

INJURY POLICY:

- Any injury incurred at the raceway by any driver, owner, mechanic, crewmember, spectator, or official must be reported immediately with the victim's pit pass displayed to

the track manager or the track officials. All such accidents must be reported, no matter how minor they may seem.

- If the accident victim has been transported to a hospital, he or she must have a signed doctor's release before being allowed to return to driving or to enter the pit area.

ENFORCEMENT:

- Track officials shall be responsible for enforcement of the track rules and regulations at Winnemucca Regional Raceway. Track officials shall maintain the right to refuse admittance to the Raceway to any person or group at any time and to have anyone causing interference or disturbance removed from the property.

AGE LIMITS:

- All local class age limits are at the discretion of the track officials and any insurance dictations.
- IMCA Rules indicate that 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 the birth certificate prior to competition.
- Drivers in all divisions must be at least 14 years of age by August 31st. Licenses will be issued at the discretion of IMCA.

CONDUCT:

- Do NOT interrupt the DOC in the middle of a race.
- Remember that without fans in the stands there would be no racing, so show them respect in your conduct. Similarly, without track-operating personnel and officials, there can be no racing, so treat them with respect. Most have volunteered for their jobs, and it is through their efforts that you are able to race here.
- Courteous, professional, and sportsman-like conduct is always required from all participants.
- Profanity will not be tolerated in front of race fans, to track officials, or management.
- Any fighting or physical confrontations shall subject the offender to suspension, at the discretion of track officials, for a minimum of one race and up to being barred from the facility for the remainder of the racing season. Any driver, car owner, or pit crewmember that causes trouble at another car's pit area shall be suspended as well.
- All drivers are responsible for not only their own actions, but also the actions of their car owners, pit crewmembers, and pit guests while at the facility. Driver's risk, at a minimum, disqualification and forfeiture of all money, points, and/or trophies for the day's race events in the event of incidents related to such individuals may be fined up to \$500.00.
- Remember that we are representing not just the Raceway, but also our community to visiting participants and spectators. Make it proud!
- Any protests will follow IMCA protest procedures. We want, with your help, to operate the best racing facility in Nevada.

IMCA PROTEST PROCEDURES:

- Protest must be in writing and filed with an official within a reasonable amount of time, at the discretion of the officials, after the 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 the same driver more than once per calendar year.
- All protests will be handled at the track level and must be accompanied with the appropriate cash deposit.
- A general protest will be \$150. \$50 of the deposit goes to the track and will not be refunded, regardless of the outcome of the protest. If an item being protested is found legal, \$100 will be awarded to the protested driver. If found illegal, \$100 deposit will be returned to the protestor.
- An engine protest is \$300. \$100 of the protest fee goes to the track and will not be refunded, regardless of the protest outcome. \$200 will be returned to the protestor if the engine is found illegal. If an engine being protested is found legal, \$200 protest fee will be paid to the driver being protested. The promoter may protest any engine.
- Under engine protest, the following MUST be inspected at the discretion of the technical inspector: the intake manifold, cylinder head (removal is required), bore and stroke, and visual inspection of the oil pan.
- If parts are found illegal, or if driver refuses to submit to protest, the first infraction will result in forfeiture of all cash and contingencies, trophies, and points earned in the main feature event.
- IMCA logo (if applicable) will be removed from heads, serial numbers will be recorded, and all sanctioned tracks will be notified.
- 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.
- 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.
- Second violation will result in a 30-day suspension from all IMCA sanctioned events and until such time as a \$1,000 fine is paid to IMCA.

CAR APPEARANCE, PAINT, AND NUMBERS:

- All drivers, owners, and pit crew should take pride in the appearance of their car. Cars that do not meet a minimum quality appearance may be barred from competing by track officials.
- All cars must be neatly painted.
- Cars must be clean when entering the pits to “tech-in” for an event.
- The car number must be a minimum of 4” thick and 20” tall and clearly visible, on both sides, and on top. Front right and rear right of car numbers need to be 6” tall. The roof number must be oriented to appear right-side-up to scorers located on the outside of the track.

- Numbers must be in contrasting color to the color of the car to be easily distinguished by scorers.
- The numbers may be followed by one or two, superscript, uppercase letters if two cars appear for an event with the same number. In such cases, the “local” WRRRA car shall be entitled to use the preferred number and the non-local car must change their number to prevent duplication.
- The total length of the number (and letter combination if present) shall not exceed three digits and must clearly be seen for scorers (e.g., 7JP, 32x, 125)
- All letters and numbers must be instantly recognizable and failure to score laps for a car owing to scorer’s inability to discern car numbers is at driver’s risk.
- If numbers are painted by spray-cans, they must be stenciled or outlined to provide crisp edges.
- The driver's name should appear on the roof above the driver's-side door, but this is not mandatory.