



2025 Valvoline™ **American Late Model Iron-Man Series** **Rule Book**

Disclaimer

1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct of the American Late Model Iron-Man Series and are in no way a guarantee against injury to participants.
2. These rules and/or regulations will apply to all American Late Model Iron-Man Series sanctioned racing events.
3. American Late Model Iron-Man Series officials have full authority over said sanctioned racing events. In the event of any dispute the Race Directors decision will be final.
4. All racecars are subject to be inspected by the American Late Model Iron-Man Series Technical Director/any series official at any time during the event. American Late Model Iron-Man Series officials' decision is final.
5. The American Late Model Iron-Man Series reserves the right to alter or amend these rules and/or regulations in the interest of fair competition.

SCORING PROCEDURES

When the caution comes out, the lineup will be derived from the last completed lap in scoring by the transponders. We do not use the split yellow scoring system. All cars must cross the line on opening lap to be scored (1) lap complete.

(ADDITION) (AS OF 6/28/25) – In qualifying, if the caution comes out at any point, the clock / computer will be reset. This is for when multiple cars qualify on the race track at the same time. The reason for doing this is the series currently uses the track(s) to score & time each event and to be consistent, this rule will be used.

PROVISIONALS

There will be one (1) or two (2) provisionals at the first two races, based off the 2024 Iron-Man Series points. For remaining races there will be two (2) provisionals for the highest two (2) cars in the current points. Each driver is limited to 4 provisionals for the entire series. There also will be one (1) emergency provisional per event. Each driver is limited to two (2) emergency provisionals for the entire series. If a driver uses an emergency provisional, they will only receive feature points and their Tow Money. If a race is co-sanctioned, this number of provisionals used could change and information will be released in the driver's meeting. Drivers earn one regular additional provisional for every (3) races attended that they are 100% attendance.

RACE PROCEDURES & FORMAT

You must hot lap and qualify in the order that you draw. If you miss hot laps, go ahead and get your car ready for qualifying so you don't miss that. If you miss qualifying, you may go at the end and receive 1 lap. However, the best you can qualify is 13th. There will be 2 laps in qualifying. Once you take the green, that's your lap. If

you have problems before the green, you may repair and go at the end and receive 1 lap. Once again, the best you can be is 13th. After qualifying everyone will run a Heat Race. There will be 3, 4 or 6 Heat Races depending on the car count. The top 3, 4 or 5 cars in each Heat Race will transfer, depending on the number of qualifying races. The heats will be 8-10 laps in length depending on the size of the track and time. There will be 1 or 2 Consolation Races with 2, 3 or 4 cars transferring. This information will be announced in the drivers meeting. This could change per event.

*****RaceCeivers & Transponders required at all events! Transponders must be mounted on the Left Front or Right Rear Axle tube. This information will be told in the drivers meeting. Some tracks vary.***

STARTS AND RESTARTS

All starts and restarts will be off turn four. On the initial start, the front row needs to be even when they start. Polesitter sets the pace and he will start the race. It's the outside drivers responsibility to stay up with the inside polesitter and start the race with him. Maintain a good, even and steady pace. No speeding up and slowing down by the pole sitter. A starting point will be told in the drivers meeting or on the RaceCeiver. No jumping. The front row will have two chances to get it right, after that we will move them back a row and let the second row try. If they can't get it, we'll try the third row. Maybe by then we will be racing. If you stop or spin out on the initial start by yourself, you will go to the tail. If more than one car is involved, we will go back to the original start. On single file restarts, the leader can fire anywhere in the middle of turns 3 & 4, with no passing to the inside until you pass the flag-stand or designated area announced by race director. You may pass to the outside if the car in front of you is willing to let you go by. Anyone caught jumping the restart, will be penalized for every position gained plus one, either at the next caution or the pay window, which-ever comes first.

CAUTION RULES

When the caution comes out, slow down immediately. If you you have damage on your car during a caution, we will pull you down immediately and let us check. If we can fix it with our hands, we will. However, we can't spend but a few minutes on it, as the show must go on. If you have a flat in the feature only, you will be given three (3) courtesy laps from the time you enter your pit or the designated pit area, providing you enter pit road at a moderate pace. If you enter wide open and put everyone in danger, we won't wait on you, and you will not be allowed to return. Remember to enter and leave the pits in a safe manner. We don't want anyone getting run over. If you leave the track in a Heat or Consey you will not be allowed to return until your next assigned race. If the caution comes out on the white flag lap, we WILL NOT be racing back to the checkered flag. The caution will come out and we will go back Green/White and Checkered. If we have to run an extra lap, we will. This is a safety issue only. If you get out of your race car on the race track you will be disqualified for the remainder of the event. The only exception is if the race car is on fire.

JUDGEMENT CALLS

We do not make judgement calls during the race. If your wheels stop moving, you go to the tail. The only exception is if the track is blocked and you can't get through, then we will give you your spot back. If you make contact, slide into the wreck, you will be considered to be part of the wreck, and go to the tail. If you spin on a track with no infield walls, cause a big pile up behind you, and keep on going through the infield and don't stop, you will also be put to the tail. This is because if there had been an infield wall, you would have wrecked. There is a two (2) caution rule. If you bring out a 2nd caution, you will be asked to leave the race you are in for the night and try again later. This will be a judgement call from the officials concerning the cause of the 2 cautions.

MOVE-OVER FLAG OR LAP FLAG

Lap traffic will be given the lap flag for 2 laps. If he doesn't move, he will be shown the black flag. When you are getting lapped on a one groove track, please get out of the groove. On a multi groove track, please stay still and hold your line; don't be moving around high and low. Hold your line and let the leaders go. It might be you leading the next night.

TROUBLE MAKERS

There is no fighting at the race track. Anyone running into anyone else on the track intentionally or using their car as a weapon will no longer be able to compete in the series for the remainder of the season. If it happens in the last two races, you will not be allowed to compete in next year's American Late Model Iron-Man Series. Each driver is also responsible for his crew, and the same rules apply. You are professionals and know what you are doing. Please show it. If you are determined to fight, please take it away from the track and let us all know so we can come and watch.

Technical Rules: Technical Rules will follow 2025 DIRTcar Technical Rules. Unified Body Rules and Droop Rule will be enforced at all points events. <https://www.imdirt.net/downloads/get.aspx?i=1006266>

Tires:

Hoosier NLMT Tires Only. Tire rule will be announced in bulletin prior to each event.

*Tire Rule may be amended by bulletin.

*Chemically altering a tire is strictly prohibited. First offense is loss of all points and all winnings from said event and a \$500 fine. Second offense will result in monetary fine (\$1,000), loss of all winnings for said event, loss of all points for said event and being suspended from competition for three events. Tire samples will be sent to an independent laboratory and their decisions are final. Any tire samples taken from said event, prize monies & any bonus money will be held until the tire(s) clear the laboratory. It could take within (14) business days for money to be mailed to race teams after laboratory results.

Weights:

2350# - Open Motor

2300# - Steel Block/Aluminum Head - Spec Motor Only (8" spoiler allowed, 12" sides)

2250# - CT525 Motor (8" spoiler allowed)

2250# - All Steel Motor or Crate Motor (8" spoiler allowed, 12" sides)

1 lb. per lap burnoff in feature could be used and will be announced in the drivers meeting.

Miscellaneous:

A. Any driver or crew member found altering the racing surface will be disqualified.

B. NO two-way radios.

C. NO "in-cockpit driver controlled" electronic devices of any kind permitted.

D. NO computer-controlled devices of any kind permitted.

E. NO rearview mirrors of any kind permitted.

F. RACECEIVERS ARE MANDATORY!!!

G. American Late Model Iron-Man Series officials reserve the right to change and/or alter rules and procedures at any time. ALL OFFICIAL DECISIONS ARE FINAL!

Points Breakdowns:

The Series will give drivers feature points and show up points for all drivers not making the feature field.

Feature Race:

1. 80	13. 43
2. 75	14. 42
3. 70	15. 41
4. 65	16. 40
5. 60	17. 39
6. 55	18. 38
7. 53	19. 37
8. 51	20. 36
9. 49	21. 35
10. 47	22. 34
11. 45	**22 car starting field is standard.
12. 44	

Each Consolation Race (starting with first non-transfer car)

1. 33	6. 28
2. 32	7. 27
3. 31	8. 26
4. 30	9. 25
5. 29	10. 24 – drops one point per position for each Consolation race.

(10) points to any driver that fails to start the Consolation race.

Points Payoff:

-The American Late Model Iron-Man Series will pay the top-ten drivers at the end of the 2025 season. The requirements for drivers receiving points fund monies at seasons end is based on 80 percent of the scheduled races completed and 100 percent of racer attendance. Points fund may be amended and/or pro-rated to reflect any changes in schedule, etc. Drivers must be a DIRTcar Member. Driver Entry Fees per night are \$50.00 minimum and co-sanctioned races will be a different fee announced prior to the event.

SERIES DECALS

- A.) All participants shall display required decals as provided by the American Late Model Iron-Man Series.
- B.) Series Decal on both side of the car is mandatory. Drivers' series decals are required to receive points fund monies at season's end. Series title sponsor decal is also mandatory.
- C.) To receive any contingency sponsorship awards, team must meet the requirements of the award such as; decals, patches, product use, product verification.



MANDATORY



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2025 Series Standard Nightly Payoffs:**(host race track is responsible for all nightly payoffs)****(drivers are responsible for picking up their money the night of the event)**

1	\$5,000		1	\$7,500		1	\$10,000
2	2,500		2	3,000		2	5,000
3	2,000		3	2,250		3	3,000
4	1,600		4	1,800		4	2,000
5	1,400		5	1,600		5	1,800
6	1,200		6	1,400		6	1,600
7	1,000		7	1,200		7	1,400
8	800		8	1,000		8	1,200
9	700		9	800		9	1,000
10	600		10	650		10	700
11	500		11	500		11	500
12	500		12	500		12	500
13	500		13	500		13	500
14	500		14	500		14	500
15	500		15	500		15	500
16	500		16	500		16	500
17	500		17	500		17	500
18	500		18	500		18	500
19	500		19	500		19	500
20	500		20	500		20	500
21	500		21	500		21	500
22	500		22	500		22	500
	\$22,800			\$27,200			\$33,700