

**CRSA SPRINTS**  
**2016 RULES**  
**AND**  
**PROCEDURAL**  
**MANUAL**





# CRSA SPRINTS 2016 RULES AND PROCEDURAL MANUAL

*The RACESAVER 305 SPEC head and the accompanying engine and car rules are the foundation of the CRSA Sprints. These rules have enabled this class to grow year after year since its inception in 2005. These rules are intended to make this sprint car class both fun and affordable. As you read through these rules and procedures, please keep in mind that these rules are designed to save you money and help you and everyone else be competitive and have fun racing.*

## DISCLAIMER

The rules and/or regulations set forth in this rule book are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable standards and requirements for all CRSA sanctioned events. These rules shall govern all CRSA sanctioned events, and by participating in these events, ALL participants and officials agree to comply with these rules. NO IMPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION, POSSESSION OR COMPLIANCE WITH THE RULES AND REGULATIONS SET FORTH IN THIS DOCUMENT, OR ADDED IN THE FUTURE, BY ADDENDUM, EVEN IF THE RULING WAS VERBAL AND HAS YET TO BE SET IN PRINTED FORM. ANY AND ALL RULE CHANGES LISTED ON THE OFFICIAL WEB SITE WILL ALSO BE CONSIDERED TO BE BINDING. These rules are solely intended as a guide for the conduct of the sport of sprint car racing, and in no way a guarantee against injury or death to the participants, spectators, officials, safety and fire crews, media or all others. The RACE DIRECTOR shall be empowered to any reasonable appropriated deviation from any of the specifications and procedures herein, or to impose any further restriction that in his opinion does not alter the minimum requirements. NO EXPRESSED OR IMPLIED SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTIN OF THESE SPECIFICATIONS, RULES OR PROCEDURES.

Any interpretation of, or deviation from these rules is to be left to the discretion of the RACE DIRECTOR or SERIES OWNER.

**The absence of a specific rule does not imply approval, consent or permission regarding the subject.**

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# **CRSA SPRINTS 2016**

## **MEMBERSHIP RULES**

### **A. Memberships:**

1. Definitions:
  - a. Car: any sprint car conforming to the CRSA requirements
  - b. Owner: person or persons holding controlling interest in the sprint car
  - c. Rookie: any person 14 years old or older who has raced a sprint car in less than 6 events.
  - d. Driver: any person 14 years old or older considered an experienced driver by the Race Director.
  - e. Crew: any person who works or maintains the sprint car
  - f. Sponsor: any person sponsoring a car or CRSA event
  - g. Official: Any person appointed by CRSA Management as a CRSA Official
  - h. Temporary Membership: good for one event only and only for money won in the A-Main. Temporary members will receive No Points, No Bonuses or Bonus Money and No Tow Money.
2. Drivers will be further classified as a rookie until they have demonstrated an adequate level of skill as determined by the Race Director.
3. Dues: Please refer to Membership forms. (CRSA mandatory with IMCA Optional)
4. Membership may be terminated by CRSA Management or Owners at any time for actions detrimental to the CRSA Sprints and/ or the sport of sprint car racing.

### **B. Rules of Sanction**

1. All members are subject to the rules of CRSA and IMCA.
2. All members must obey directions given by a CRSA official with regard to the racing event.
3. Failure to comply with a direction given by a CRSA official is subject to warning, loss of proceeds and/or positions or suspension.
4. A violation of any rule in reference to abusive verbal or physical conduct, alcohol, drugs, legal or illegal intoxicants and/or narcotics will be subject to immediate suspension from participating in future CRSA events.
5. A determination of the Race Director or CRSA Officials in regards to rough riding will be subject to penalties as determined by the Race Director.
6. Illegal engines or components will mean loss of points and possible suspension from participating in future CRSA events. CRSA reserves the right to inspect any engine any time, any place without prior notification. Any member who refuses to comply with an inspection will be suspended from the competition. Competitors found to be illegal will start the next three events in the scratch position in both heats and features, after the items in question have been changed and the engine re-inspected.
7. Any car failing inspection of chassis, wing, engine or safety will not be allowed to compete until the item is addresses, corrected and re-inspected by a CRSA official.
8. Any driver causing unnecessary and excessive delays in a tracks racing program by causing yellow flag periods or by violation of any procedural rule of the host track or CRSA, will be removed from the track and scoring will stop for that car and driver.
9. Weighing:
  - a. Top 6 cars from each of the heat races will go to the scales at every race event. This is based on 24 cars starting the feature, and may be adjusted w/reduced car count,
  - b. Posted on the lineup board will be the number of cars to go directly to the scales (i.e. top 5, top 10) from the A-Main.

- c. **Any car failing to stop at the scales before returning to their pit, is immediately, without exception disqualified and scored at the rear of the field.**
10. Driver Communications:
- a. No one-way radio or two-way radio, scanner, Nextel, cell phone, palm pilot, texting, ETC... communications is allowed from anyone other than CRSA Race Control.
  - b. The only driver communication device allowed by CRSA is the RaceCeiver, set to the proper channel.
  - c. **A RaceCeiver radio is mandatory and must function properly.**
  - d. Only one RaceCeiver allowed in the car/on the driver (i.e. driver cannot have a separate one for each ear).
11. **No traction control devices of any type** (brake or electrical) allowed. Violation will be automatic suspension. NO Excuses. CRSA reserves the right to test or confiscate any suspected device at any time. No electronic information gathering devices allowed.

### **C. Rules of Conduct:**

1. The Driver (regardless of age) shall be responsible for all actions of him/her self, crew members and sponsors. Additionally, each person is totally responsible for their own actions.
2. The car owner and/or driver are the only people that will be recognized as a spokesperson for that car. Two people (spokespersons) maximum per registered car.
3. No CRSA member shall enter the flaggers/starter stand or Control tower. All complaints must be relayed to a CRSA official.
4. No CRSA member may verbally or physically abuse another member, CRSA official or hosting track official. *REMEMBER: treat all track officials, management and fans with respect. Without the host tracks, we have no races. Act professional and courteous. Offenders may be suspended from competition.(this will also include any offending internet chatter brought to the CRSA management's attention.)*
5. No driver or pit crew member shall drink intoxicating beverages or use narcotics before or during any CRSA sanctioned event. If a CRSA official feels a member is under the influence they will not be able to compete in that day's event.
6. **When a car is started in the pits at any time, the Driver must be wearing all safety recommended equipment.**
7. No speeding in the pits.
8. Any driver that is involved in an altercation on the track with another racer is asked to remain professional and keep a level head. Any driver that approaches another racer, walks or runs toward a moving car or throws anything will be levied the following penalty.
  - o A. First offense \$150.00 cash and 50 points deduction.
  - o B. Second offense \$300 cash, 75 points deduction, and 1 race suspension.
9. **ALL ATV DRIVERS MUST WEAR HELMETS WHEN STARTING ANY CAR.** (A RaceCeiver is mandatory for the ATV operator)
10. Any driver, while racing, who commits unnecessary contact, uses questionable driving tactics (i.e, slide jobs, blocking, slamming) in the opinion of the Race Director or Starter will be deemed as rough riding.
11. Any decisions of the Race Director or CRSA officials will be respected by all members. Opposition to a decision of the CRSA officials will be subject to fines and/or penalties as determined by CRSA Management or Owner.
12. No used tires will be left at the host race tracks. Waste oil is to be taken back to your shop unless the track provides waste oil disposal site.

## D. Rules of Procedure

1. All drivers must be licensed by CRSA to compete or practice. (IMCA license is optional but required for IMCA National Points participation)
2. All cars are subject to inspection at any time or place by a CRSA official.
3. **All ATV drivers MUST WEAR HELMETS when entering the racing surface and carry no passengers while attempting a push start!**
  - a. **RaceCeivers are Mandatory for ALL ATV DRIVERS**
4. Rookies (first time racers) will be required to start a minimum of two races (complete events) from the scratch position. In the event of multiple rookies, you will be lined up according to your draw number. Race Director or CRSA Officials can mandate additional time at the rear of the field for new drivers.
5. No car will enter the track without permission of a CRSA official. There will be **NO ENTRY AFTER THE WHITE FLAG IS SHOWN and NO Re-ENTRY IF CAR IS DOWN A LAP WHILE IN THE PITS.**
6. All drivers will make a conscious effort to have their cars ready to compete and in line properly when called. *Any car delaying the show or requiring a second push will be placed at the rear of the field.*
7. Pit Crew members, Parents, or Owners are not allowed on the track at any time, unless specifically asked by a CRSA or track official. Violation of this rule may result in disqualification of the car from the event.
8. Yellow Flag or cautions:
  - a. All cars that stop on the track during a yellow flag will be placed to the rear of the field whether they caused the yellow flag to be brought out or not.
  - b. Cars pushed off without needing service will be lined up at the rear in the order they were running the previous lap, cars returning from the pits will be lined up in the order that they return to the racing surface.
  - c. ALL repairs must be done in the pits. Any Driver who works on their car or permits any other person (other than a Track official) to work on their car on the racing surface, during a yellow flag, shall be penalized to the rear of the field.
  - d. All drivers under yellow or red flag conditions are to remain with their car until cleanup crew gets the car to the pit area unless otherwise instructed by CRSA officials.
9. Red Flag Period:
  - a. ANY car entering the pits when the red is displayed will not be able to re-enter the race track. The pits are CLOSED. You must wait for the yellow flag before entering the pit area.
  - b. Adjustments or repairs may be **made only by the driver and without the use of tools** during a red flag period. (No driver is to exit his or her car without authorization from a CRSA Official)
    - i. If you delay the restart of the race by making adjustments you will be placed scratch in the field.
    - ii. If you exit the track after you are restarted or fail to restart you will be placed scratch when you are allowed to re-enter the track.
    - iii. No reentry will be allowed after the white flag is displayed.
    - iv. It will be the decision of the Starter and the CRSA Officials as to what cars the Red flag was displayed for, and their decision is final.
  - c. **ATV Drivers must stay on their machines during a Red Flag period and remain in the designated ATV staging area until they are called onto the track via the RaceCeiver.**
  - d. **RaceCeivers are Mandatory for ATV operators.**
10. Fuel Stops:
  - a. No more than two crew members on the track if a decision to let the cars be refueled is made by the Race Director.
  - b. Drivers must remain in the car.
  - c. FUEL ONLY, NO TOOLS.

11. There will be one attempt at a Green-White-Checker Flag. If another yellow flag appears then the race will be restarted with the Green and White displayed at the same time.
12. The Race Director, Starter, along with the CRSA officials have complete control of the race. All drivers shall immediately comply with their commands whether they are by flag, hand, spoken, or over the RaceCeiver.
13. **RaceCeivers are MANDATORY for all Drivers and ATV Operators.** It is your responsibility to make sure your unit works properly, Sound checks to make sure drivers can hear the Race Director will be random. If you fail to recognize when you are called (unit not working) you will be placed scratch or removed from the track at the discretion of the Race Director.
14. **Transponders are mandatory at tracks that support the transponder system.** It will be the ONLY means of scoring at these race events. Have them charged and ready!
15. The number of cars that will compete in any given event will be at the discretion of the Race director.
16. The Race Director may opt to start a bubble car in the event one of the qualified cars cannot take the green. A bubble car will always start from the scratch position. A bubble car will line up and be started for the feature. When the white flag is displayed the bubble car shall exit the racing surface if the qualified car has returned.
17. Original starts:
  - a. Will be double file, off the fourth turn, at the drop of the green flag. A Double White Line or Cones will be placed on the Turn 4 area for all double file restarts. All cars must remain in proper order until they have cleared the first line and the lead car or cars have started within the box. The Starter will be instructed not to throw the Green Flag until the lead car or cars have fired in the box or when they reach the second line.
  - b. The Start will be official only upon the Starter signaling with the Green Flag. In the event a Pace Car is used, all cars shall take their proper position behind it. In the event a Pace Car is not used, the Pole Car will set the pace, which shall be consistent with track conditions and as required to keep the field in formation. **DO NOT PASS THE PACE CAR.** Unless the Race Director instructs you to do so on the One-Way-Radio. CRSA shall be empowered to disqualify or penalize any Driver violating this rule.
  - c. If the Officials judge that the front row car or cars are out of place a Yellow will be displayed. Any further violation will result in the offender to be placed a row back with the car behind the offender being brought to the front row.
18. Restarts:
  - a. Restart lineup will be based on the last completed green flag. Any car failing to comply thru RaceCeiver communication will be black flagged/disqualified for disobeying an official, and must exit the racetrack.
  - b. If the first lap is not complete the field will be restarted double file. If a second restart is needed, it will be single file.
  - c. Restarts after the first lap has been official will be single file utilizing the starting box and a cone placed in the track on the front stretch.
  - d. When restarting you must be in line and not pass a car until you pass to the right side of the cone only. (cone is on your left), if you pass under the cone or hit the cone or pass a car prior to the cone you will be *penalized two positions at the next caution or the checkered flag if it remains green flag racing.*
  - e. ***If the yellow flag has to be thrown to remove a cone from the track or from underneath a racecar, the driver who hit the cone will be sent to the rear of the field on the ensuing restart.***
  - f. Restarts will be NOSE TO TAIL with any cars that are out of line being penalized two spots to be administered immediately or at the conclusion of the race. You will be penalized two positions for every one position you jump. *Stay in line and close to the car ahead of you. DO NOT LEAVE A GAP FOR A RUNNING START, AND DO NOT PICK UP THE PACE UNTIL YOU REACH THE WHITE LINE IN TURN FOUR; you will be considered jumping the start. Jumping the start will result in a penalty of loss of 2 spots, imposed at the next re-start or at the finish.*
  - g. Cars may not pass a pace vehicle unless directed by an official.

- h. Lapped cars may remain in position or drop to the tail of the field. DO NOT pass the pace car. Any car more than one lap down will be shuffled to the rear behind cars on the lead lap or one lap down.
  - i. When the race restarts lapped cars will drop to the bottom/inside of the track, to allow cars on the lead lap to pass on the outside.
  - j. On restarts the leader shall pick up the pace only after crossing the first white line and before the second white line in turn four.
  - k. No car may check-up, or brake check cars behind them to slow them down.
  - l. Violators will be sent to the tail of the field.
  - m. In the event a pace car is not used, the pole car will set the pace of the field which shall be fast enough to keep the field in uniform.
  - n. **If a Move Over flag is displayed, hold your line so the leader can pass safely.**
19. Spins on the track:
- a. **Any car that spins out twice without just cause (avoid an accident or stopped car) will be black flagged/disqualified for that race.**
  - b. **If the yellow flag is displayed for a 360degree spin that caused a hazardous situation, the car will be sent to the rear of the field and it will count as a spinout.**
20. All racing must occur on the track, not in the infield. Cars leaving the racing surface to pass will be penalized two positions for every one gained – to be administered immediately or at the conclusion of the race.
21. Engine Teardown: The request for an engine teardown must be made by a car owner only, and must be accompanied by a \$500.00 cash binder, plus a \$100.00 non-refundable filing fee, which will be held by the CRSA Race Director until said engine is inspected. If the engine is found to be illegal the plaintiff will receive a refund. If the engine is found to be legal the defendant will receive the money. Engine teardown protest must be in writing and within 15 minutes of the official end of the feature race.
22. Engine rules cannot be changed. See section H.
23. Race Protest: All protests must be made within 15 minutes of the official end of the feature by the driver ONLY from the car involved. He or she must remain calm and professional when approaching any CRSA or host track official.
24. No fuel additives, no Top-Lube, no nitro propane, no propylene oxide, no nitro methane, no fuel oxygenating compounds.



## E. Points:

### 1. A-Main:

A-Main Feature Points		
1) 150	9) 132	17) 116
2) 146	10) 130	18) 114
3) 144	11) 128	19) 112
4) 142	12) 126	20) 110
5) 140	13) 124	21) 108
6) 138	14) 122	22) 106
7) 136	15) 120	23) 104
8) 134	16) 118	24) 102

2. Heats: 12 points for a win with each spot diminishing 1 point.
3. B-Main: No points awarded
4. Show-up Points for regular point shows:
  - a. 10 points will be awarded, to any driver who makes a reasonable attempt to fire a car in warm-ups, any Heat, B-Main or A-Main event but are not able to compete.
5. In the event of a rain out or cancellation all cars that attend and run warm-ups will receive show-up points.
6. Disqualification for post A-Main inspection infraction will result in loss of all points and money for that event.

### *Special Events Races - For races that CRSA identifies as special events "Show up Points Only":*

1. 75 points will be awarded to all drivers who make a reasonable attempt to start any Heat, B-Main or A-Main event.

## F. Handicapping for Regular Point Shows

### 1. Heats:

- a. Drivers will draw for their heat positions in the finishing order of the previous race. (Exception: the first race of the season and show up-points races will be in the order of sign in.)
- b. Heat races will be positioned according to what number the driver drew for their starting position.
- c. Redraw for A-Main:
  - i. If there are 2 Heats – Top 6 drivers from each heat will redraw for the A-main. The remainder will be lined up Heads-up in A-Main in order of the heat finishes
  - ii. If there are 3 Heats - Top 6 Qualify for A-Main and Top 4 drivers from each heat will redraw for the A-main.
  - iii. If there are 4 Heats - Top 5 Qualify and Top 3 will redraw for the A-main.

\*\*The remainder will be lined up Heads-up in A-Main in order of the heat finishes unless a B-Main is needed.

\*\*The A-Main winner from the last Full Points race can start no better than 12<sup>th</sup> in the next points event they participate in.

2. B-Main:
  - a. B-Main will be lined up Heads-up start from the heat finishes. Number to qualify for A-Main will be determined based on car count for that night.
3. Feature:
  - a. Twenty-two (22) cars will qualify for the A-main, 23rd and 24th positions will be filled by Provisional and/or Buy-in starters.
  - b. Provisional Rules:
    - i. One free provisional is awarded to each of the top 10 in points from 2015.
    - ii. One buy-in provisional is awarded to the current top 10 in points. Buy-in starters are drivers who finished outside the qualified cars in the B-main and will be awarded according to finish.
    - iii. If multiple drivers request a provisional they will be awarded to highest in the point standings.
    - iv. Top 15 free Provisional starters take precedent over Buy-in starters.
    - v. Only two provisional's allowed per car per year
    - vi. No more than 22 cars will start the feature. The exception is for provisional starting positions or the size of the race track. No more than 2 provisional starting spots in any A-Main
    - vii. There will be no provisional's at challenge or RACESAVER® regional races.
4. CRSA officials may place any car at the tail of the field if they feel it is in the best interest of safety for all drivers
5. The lineup posted on the board when the cars enter the track is final. In the event a car drops out of line, the field shall move straight forward. The exception will be if two cars drop out of the same row before the initial green flag. The field will then be readjusted be for the start.
6. Time trials may be used to qualify for certain events.

## G. Technical Rules

1. Chassis: see figure 1 – Any sprint car is allowed, but it must pass any test prescribed by the Head Tech Inspector.
  - a. The roll cage must be a four post design. No dirt champ cars, no midjets.
  - b. Wheel base no less than 86” and no more than 90”
  - c. No elliptical tubing used on or as part of the main frame structure.
  - d. The following measurements are minimum:
    - i. Top rails - 1 1/2 X .095
    - ii. Bottom rails - 1 3/8 X .095 or 1 1/2 X .083
    - iii. Roll cage uprights - 1 3/8 X .083
    - iv. Roll cage to cross member - 1 1/2 X .095
    - v. Upper rails - 1 3/8 X .083
  - e. Rear end safety bar - 1 X .083 or 1 1/4 X .065
  - f. Brace - 1 1/4 X .065
2. Roll Bars: No anti roll bars or additional weight transfer bars or coils. Acceptable Configurations:
  - a. 4 torsion bars with four shocks
  - b. 2 torsion bars with 2 coil springs and four shock
  - c. 4 coil springs with four shocks.
3. Weight rule: 1525lbs. after the feature, no allowances, no exceptions.
  - a. If a car intentionally runs through the mud after the checker flag falls all mud will be scraped from the car before it is weighed. You will be informed before the feature what scales we are using.
  - b. All cars must report directly to the scales whether the CRSA scales or the track scales.

- c. Driver must remain in car until it has been weighed.
  - d. If a car does not go directly to the scales it will be disqualified.
  - e. Crews, owners and parents must remain at least 10' from the cars until after they are weighed. It is the driver's responsibility to keep everyone away from the car. Crews around or reaching in the cars will be cause for the car to be disqualified.
  - f. In the event your car does not make weight you will be allowed one reweigh- that is you will be pushed off the scales, zero the scales and push the car back on. Top 5 in A main, Qualified cars in Heat races.
4. **Ballast weigh:** see figure 2 - Any bolt on weight must be painted white and clearly have the identifying car number on each piece of ballast. Any weights lost on track are an immediate disqualification. CRSA officials reserve the right to disqualify and individual for improper mounting of flat washers and lock nut per 5 lbs of weight. Unacceptable mounting - cable ties, hose clamps, safety wire, bungee cords, under the driver seat pad, bolted to the driver's seat, bolted to the seat mounting bolts., bolted to the steering wheel, bolted to a dzus tab, bolted to aluminum or fiberglass side panes or wings-these are examples of what is NOT acceptable.
5. **Fuel Tank:** Approved sprint car bladder type with 4 point mounting. All tanks must meet approval of CRSA. Must be one piece cross-link polyethylene plastic tank with bladder. No carbon fiber or fiberglass tanks. Tanks used for qualifying will be used for the mains.
6. **Tire Rule:**
- a. **The RACESAVER® Stamped Spec tire is the only tire to be used on the right rear for all point shows for 2016. The left rear and both front tires are optional. (There will be a (4) Four Race grace period to use any CRSA plated Right Rear tires. This will be the first (4) four full point races of the season.**
7. **Wing Rule:**
- a. **Top wing:** use is mandatory. Specifications: see figures 4, 5, 6 for detailed measurements. Maximum top wing size if 25 square feet with two 30 x 72 inch sideboards. They must measure equal distance from leading edge of side board to leading edge of belly. No "358 Type" wings. Side panels must be one piece and 90 degrees to center foil. Conventional looking wings only. NO split wings or bi wings. Top wings must not extend beyond outside of rear tires. 16" numbers on the sides and top of the top wing minimum. Wing width shall not exceed the width of the rear tires. No body pieces to extend past the bottom frame rails. No pieces shall be added to the frame to deflect, trap, or form an air brake unless used to cool or protect engine or brakes. No hydraulic wing adjusters. No manual adjusters that can be operated while car is in motion. The area on the left side of the cockpit must remain open. *Any belly in top wing, 1" wicker bill will be allowed. Flat top wings up to 2" wicker bill.*
  - b. **Nose wings:** are optional with a center foil maximum size of 6 square feet with a max. width of 36 inches with no vent holes. Max. distance from the center of the foil front edge to the front edge of the front axle may not exceed 20 inches The center foil front edge must remain at least 1 inch behind the front edge of the bumper. Center foil must be one piece. No split or bi-wings will be allowed. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. The front wing must not extend beyond the outside of the front tires. The front wing may not be cockpit or driver adjustable while the car is stationary or in motion. No moving parts allowed on or in foil structure. The 5 inch section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. The bell/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point no further back than 12 inches from the leading edge. The bell/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches. No rudders or fins on front wings. Front sideboards: max. 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the sideboard front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

- c. **No vent holes are allowed in either wing.** No wedges, foils or rudders on top or front wings. Center foil of both wings shall be fully sheathed in aluminum. No carbon fiber or Kevlar structural members or sheathing allowed. In the event of a crash it will be at the discretion of the Race Director to allow an individual to compete without wings.
8. **Shock Absorber** : NO COCKPIT ADJUSTABLE SHOCKS DEVICES ALLOWED, whether the adjuster is mounted inside the cockpit or not. NO REMOTE ADJUSTABLE DEVICES OR CANISTERS. No cockpit adjustable weight jackers, manual or hydraulic. NO ADJUSTERS
  9. **Racing Seat**: Aluminum racing type seat only. No Carbon Fiber, Fiberglass, Kevlar or composite seats allowed. Seat must be mounted with a minimum of 4 3/8" bolts.
  10. **Brakes**: Steel or aluminum only, NO TITANIUM ROTORS. NO CARBON GRAPHITE ROTORS. Inboard and left front brake mandatory.
  11. **Wheels**: Maximum right rear wheel- 18", maximum left rear wheel-15". Must be aluminum racing type wheels. NO carbon fiber or composite wheels allowed.
  12. **Mufflers**: Mandatory, loss of a muffler will result in disqualification. Some tracks may specify a certain muffler to meet sound ordinances.
  13. **Header**: Headers must be a minimum of .045 material. No titanium headers. No tri Y headers. No merge collectors. Loss of a header will result in disqualification.
  14. **Bumpers**: All cars must be equipped with bumpers (front and rear) suitable for towing the vehicle. Steel only. Front bumper cannot extend any further than 8" from the face of the torsion tubes to the leading face of the bumper. Maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2" Minimum tubing thickness .065. No ballast in or on bumpers. 3/16<sup>th</sup> or 1/4" mounting bolts, no cotter keys or pop rivets. *Exception*- front bumper may be aluminum 1" OD tubing.
  15. **Nerf Bars**: Right and left side bars shall not extend past the outside edge of the rear tires. Bars must be steel with a minimum thickness of .065. No ballast in or on nerf bars. Any nerf bar that is too large (i.e. used to push cars up the track), in the opinion of a CRSA Official, will be removed at/their direction before you are allowed to continue competition. 3/16<sup>th</sup> or 1/4" mounting bolts. No cotter keys or pop rivets.
  16. **Drive shaft**: Enclosed drive line with only U-Joint or CV-Joint full enclosed in a round safety tube and steel loop over safety tube. No torque arm drives allowed. Safety loop must be steel. No titanium. Metal hoop must react positive to magnet testing.
  17. **Body**: Special sprint car style body with approved tail tank. Cars are to be neatly painted and lettered. Any car not meeting the minimum standards will not be allowed to compete.
  18. **Ignition**: Magneto or Kettering ignition only. No electronic mags with control boxes(MSD), no HEI's, no crank trigger, points type magnetos only. Ignition switch must be clearly marked with on and off.
  19. **Under pan**: all cars are required to have installed an under pan or floorboard.
  20. **Dash**: An effective fire wall of metal, aluminum or fiberglass to separate the engine compartment from the cock pit. No carbon fiber.
  21. **Hoods**: All cars will be required to run a full sprint appearing hood. Hood must extend to the front torsion tubes or similar location on coil over the cars. While the hood may be a multiple piece design it must appear one piece. No carbon fiber or Kevlar body panels, this includes hood, nose tail tank, side panels, floor pan or dash.
  22. **Body Side Panels**: Upper panel right side must have a minimum opening of 10" from the bottom of the top roll cage bar to the top of the panel and must be 21" in length-front to back measures parallel to top bar of cage. No carbon fiber or Kevlar panels. Hoods shall not exceed down tubes by more than 1" in width.
  23. **Front Axles**: Must be one piece steel, no titanium axles- minimum size 2" x .125 wall, 2 1/4" x .120 wall or 2 1/2" x .095 wall tubing (maximum size). King pin type spindles only. One piece design axles, no split or adjustable width. Material 4130 chromemoly tubing. No aluminum front axles.
  24. **Drag Link**: Drag link must utilize an approved tether fastened to the frame.

25. Fuel: Pure methanol (see C.12) **NO Top Lube may be used. NO OTHER ADDITIVES.** When a car is approached for a fuel sample YOU MUST COMPLY without delay
26. Safety Equipment: *The following equipment is strongly recommended* and must be worn and/or used: A minimum of a 2 layer fire suit, preferably 3 layer, NO SINGLE LAYER SUITS, approved safety 5 point harness with approved mounting, with manufacturers date tag in place. Belts cannot be older than 2 years. Snell 2005 rated full face helmet, Head and Neck restraint system, fireproof underwear and sock, fireproof hood and/or Nomex lined helmet, fire resistant gloves and shoes. A minimum of two throttle return springs are required with one being pedal mounted and the other being mounted on the injection. If corrective lenses are a requirement for your driving license you are required to wear them when you race. No excuses. A quick release on the steering wheel is mandatory. Arm restraints are strongly recommended. CRSA reserves the right to reject any safety equipment for tears, cracks or dates.
27. Numbers: 16" tall numbers on both sides of the top wing and on the top. 12" numbers are required on the tail tank. A letter may be required if duplicate numbers appear. Seniority rules..
28. Radios: The only approved driver communication aid is a RaceCeiver set at the official CRSA frequency. (See C.10)
29. No electric fuel pumps. Mechanical type only- belt or cam driven.
30. Fire Extinguisher: Teams are required to have an adequate, functioning sized fire extinguisher in their pit area at all times. While it is not required it is recommended to also have a small unit on your 4 wheeler. On board fire systems are highly recommended.
31. Fuel Shutoff: Fuel shutoff between the fuel tank and the fuel pump on the suction side of the pump, clearly marked for safety crew is highly recommended.
32. Rock Screen: Strongly recommended.
33. No Mirrors

## H. Engine Rules

1. Engine Rule: CRSA follows the NATIONAL RACESAVER® 305 SPEC ENGINE RULES!
2. Blocks must be GM 305 V's with approved casting numbers in place. 361979, 460776, 460777, 460778, 14010201, 14010202, 14010203, 14088551, 14016381, 355909 or A specific Dart Machinery block, purpose built and approved for RACESAVER®, competition is the "Little M" "B" block: P/N. 31151411.
3. Maximum C.I 315.9 No Tolerance. Stroke 3,480 +/- .020. Maximum bore 3.801. Do the math!
4. Flat top pistons with valve reliefs, pistons cannot protrude from cylinder bore.
5. Crank, iron or steel, min. weight 48 lbs. 1% tolerance, min. main bearing diameter 2.450-.030. NO width added to crank with exception of balance metal which must be welded in place.
6. 5.7" steel rods, min. rod journal dia. 2.100 - .030. 1" oil pan inspection hole required. Pan may be removed for inspection.
7. Cam Drive: Chain only. No gear or belt drives. No devices to vary running cam timing.
8. Plain hub or SFI approved damper. Stock location water pump
9. Stock (.842) diameter flat tappets. NO roller, hydraulic, mushroom or radius tappets.
10. Cam: original material, configuration & firing order. (18436572) No billet or hardened cams.
11. Spring Specs: Only straight wound springs w/flat damper. Max dia. 1.625", min dia. 1.200, Installed height min, Max installed height 1.825. Absolute max. spring pressures@ seat 120#, @ .500 lift 355 lbs, max wire dia. .195, max free height 2.100, min free height 1.900. Springs must have min of 5 full coils.
12. Wet sump, internal pump only, no crankcase vacuum systems.
13. Roller rockers allowed. 3/8 inch stud mount rockers only. NO shaft systems.
14. Absolute max valve lift: (.510 int, 535 exh) measured @ zero lash at the valve retainer.
15. No girdles, rev kits, or valve train stabilizers. Tappet access for inspection required.

16. No repositioning, boring or bushing of cam or lifter bores. Max cam dia 1.1869 +.002.
17. Valves: Intake 1.94, Exhaust 1.60, Stem 11/32", Original length and width, no altered or hollow stems.
18. Ferrous materials only: Valves, Retainers, Keepers, Push Rods, Springs, Tappets, Cam and came drives, Crank, Rods, Wrist Pins, Fasteners, Main Caps, No Titanium or Ceramics in engine.
19. Ignition: Points type Magneto or Kettering style ignition. Constant flow fuel injection only.
20. 100 lb weight penalty for use of any electronic components, inc: ignition, ECU's, or driver aids.
21. RACESAVER 305 SPEC HEAD: Absolutely NO changes. No machining, milling, resurfacing, grinding, polishing, welding, acid or caustic work, shot peening, glass beading, coating, or any other process that will alter the machined surfaces or the natural sand cast finish. Must retain all original dimensions and configurations including; valves, springs, retainers, stems and guides. The ONLY work allowed is: reseating the valves. NO top cuts that extend into the aluminum of the chamber. NO under the seat relief cuts. No work that enlarges the as delivered throat size, 1.810 Int. and 1.345 Ex. (+/— .010). NO bowl changes. NO CHANGES! Every dimension of these heads has a gauge dimension that must be met for them to be certified. Change any on them and you will be disqualified. The stamped identification marks may not be altered.
22. Compression Ratio: 10.25 to 1 absolute maximum C.R. checked with a Whistler, or by pouring the assembled cylinder. Absolute minimum assembled cylinder volume: 70cc. Heads may not be milled! Only exception is pre-approved milling to repair surface. All repairs MUST be pre-approved. Contact RACESAVER 305 SPEC @ 540-923-4541 before attempting repairs. A repair authorization number will be issued. After repair, heads must be recertified and marked accordingly. Original serial numbers and certification marks must be intact. They may not be altered or obscured. Any and all repairs MUST be pre-approved and heads recertified. If any spec head is found to be modified; it must be REPLACED with a certified SPEC head.
23. The spirit and intent of the RACESAVER 305 SPEC engine rules will prevail.
24. CRSA will honor the engine seals of other NATIONALLY SANCTIONED 305 RACESAVER® SPEC HEAD SERIES. **You will however be subject to our tech procedure for engines if you finish in the top 5 positions.**
25. Engine must be centered in frame.
26. Oil pans must have an inspection hole. The drain plug does not constitute an inspection hole. If inspection access is not available the pan is subject to removal at any time.
27. Engine Seals- 2 adjacent head bolts on each side of the engine and two timing cover bolts must be drilled with a 5/64 to provide seal placement. The engine seal process is vital to maintaining the integrity of the RaceSaver® series and to speed post race inspections. ENGINE SEALS WILL NOT BE REMOVED OR TAMPERED WITH FOR ANY REASON WITHOUT PRIOR PERMISSION FROM A CRSA OFFICIAL. NO EXCUSES, NO EXCEPTIONS, SEVERE MONETARY PENALTIES, LOSS OF ALL POINTS AND SUSPENSION WILL RESULT FROM REMOVAL OR TAMPERING.
28. No traction control devices of any type (brake or electrical). Violation will be automatic suspension. NO EXCUSES. (See C.11)
29. Other Electronic Devices- No computer controlled or operated parts, such as fuel injectors, fuel systems, chassis adjusting systems, etc. are permitted. The use of electronic logic processors to control any function of the race car, and/or any system for continuous gather of data from any function of the race car or engine for which the intended use is computer downloading, is strictly prohibited. (C. 1 1)

## **I. National RACESAVER® Rules**

The RACESAVER® Sprint Series sanctions regional groups who utilize the RACESAVER® spec Rules. We maintain a master technical tile on every RACESAVER® 305 Spec head. This supports each regions technical staff, enabling common rules compliance throughout the series. 2008 marked the 10th 305 Nationals running under the RACESAVER® Sprint Series sanction. The RACESAVER® Sprint Series encourages affordable sprint car racing. A competent race car, utilizing a 1 year old rolling chassis and a new engine can be on the track for around \$10,000. The engine operates in the 6500 rpm range and produces 400 to 425 hp. It utilizes lower cost components and still have excellent durability. Most of these engines race 3 or more years without an overhaul. Since it is impossible to prevent racers from spending money, RACESAVER® Spec rules prevent money from buying a significant advantage. These proven rules are the result of considerable research and 10 successful years of racing. The RACESAVER® 305 Spec head, made to our specification is the foundation of our rules. We keep gauged, inspected and serial numbered heads in stock. Ten full seasons of hard racing and over 6000 dyno pulls, have proved the RACESAVER® 305 Spec engine rules beyond a doubt. All engines must be sealed before they are allowed to compete. The engine must be drilled for sealing wire on 2 adjacent head bolts on each side, 2 intake bolts, and 2 timing cover bolts. All logo and trademark stamps must be intact time of inspection.

### **Competition Objectives**

This is recreational racing. Cost Containment is our primary objective. Respect, for competitors, fans and promoters, is fundamental to our success. We will do what is necessary to produce a good competitive show each night. We will not tolerate overtly aggressive driving. The willingness to give racing room is a defining aspect of RACESAVER® Sprint Series Races.

### **Sportsmanship**

Sprint car racing is a very emotional sport. As such, good sportsmanship is the foundation of any competitive event. Participation in the idea of good sportsmanship is demanded from all participants, drivers, owners, parents, sponsors, pit crews and officials. We will treat all participants with respect and expect the same in return. A racer's pit area is his castle, therefore please stay out of another racers pit area, especially after you have been involved in an incident with that racer. Drivers, remember that you (regardless of age) are responsible for the actions of your crew, owners, parents and sponsors.

In an effort to enforce our beliefs in the GOOD SPORTSMANSHIP policy the CRSA has set the following system of penalties:

- A: Threatening, obscene gestures or foul language aimed at an official or competitor- \$100 - \$500.
- B: Rough Riding- \$100 - \$500.
- C: Fighting in the pits or on the track- \$200.—\$2000.
- D: Physical Contact with a CRSA official- \$200.-\$2000.
- E: Disqualification and/or suspension may be additional penalties levied.

Suspension will be for a specific number of CRSA sanctioned events and rainouts do not count as a missed event. Fines, Disqualifications and suspensions are at the discretion of the CRSA Officials and Competition Committee. You may appeal your case to the CRSA Management or Owner. All fines levied must be paid or waived by the CRSA Management or Owner before you can resume racing with the CRSA.

**The absence of a specific rule does not imply approval, consent or permission regarding the subject.**

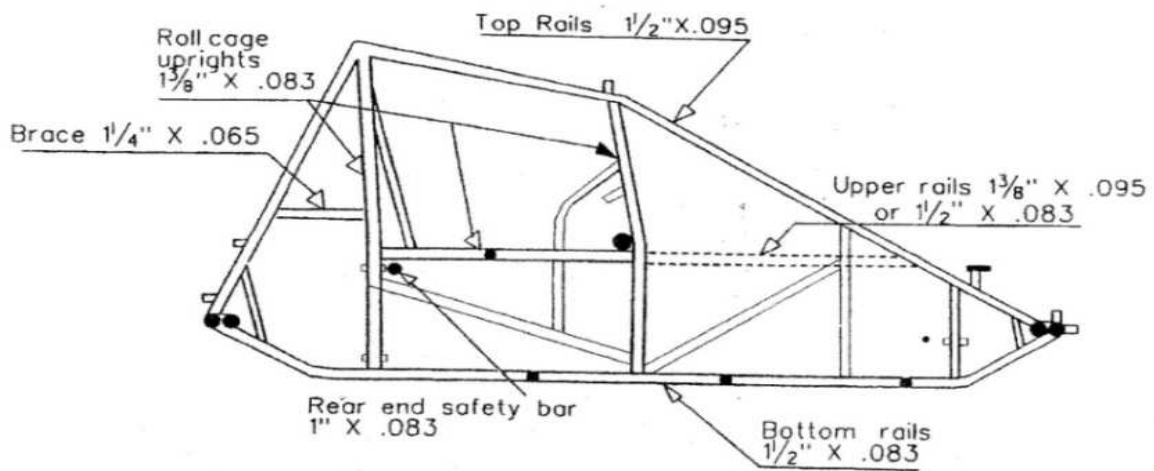
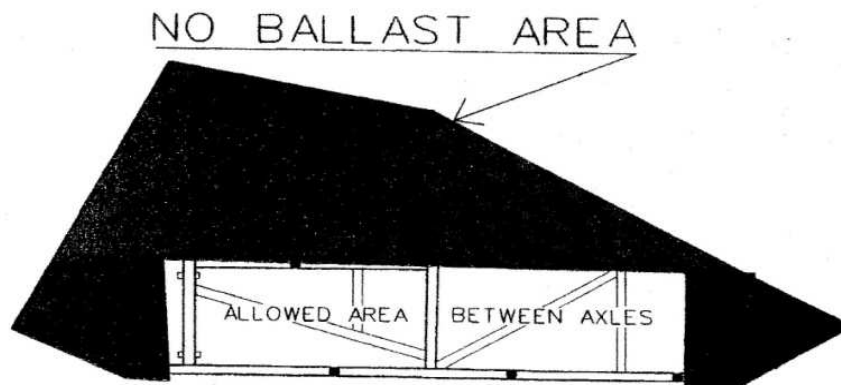


Figure 1



ANY BALLAST NOT ENCAPSULATED MUST BE PAINTED WHITE AND BE IDENTIFIABLE BY CAR NUMBER. ALL BALLAST MUST BE APPROVED BY TECH OFFICIALS.

Figure 2

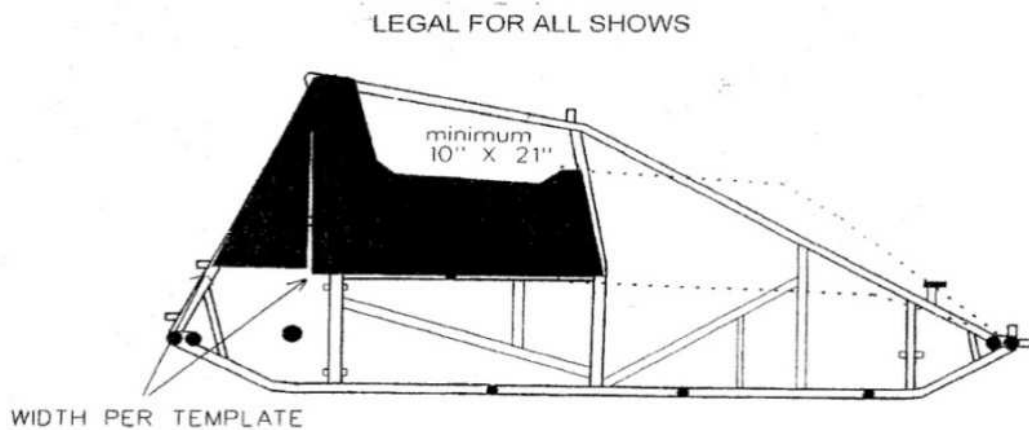




Figure 3

