



2025 IMCA RACESAVER SPRINT SERIES RULES AND REGULATIONS

***Rules and regulations may be revised at any time.
Any and all revisions will be sent to you via email***

IMCA California RaceSaver Sprints

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DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF/OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. Minor drivers and their parents are responsible to read and understand the rules and regulations set forth in this rule book and the IMCA RaceSaver rule book.

IMCA, RaceSavers, California RaceSavers Series Sprints, AB Motorsports LLC., shall not be responsible for the choice of safety gear nor the operation of safety gear. Drivers are responsible for any failure or damage.

The Race Director/Pit Boss are the authorities in the pits.

The Race Director/Tower will be the authorities for on-track decisions.

The Race Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. IMCA California RaceSavers Official reserves the right to check any cars for rule compliance at any time. They further reserve the right to disqualify any driver and race car from competition. It is the responsibility of the driver, crew and owner to disassemble any part of their race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fines and or suspension.

In the case of drivers who have been injured not during an IMCA California RaceSaver Sprints Event, or who have been hospitalized for treatment and/or undergone surgery, or have been fitted with a cast, brace or prosthesis, or who suffer from a chronic or progressive debilitating illness, IMCA California RaceSaver Sprints reserves the right to require the driver to present certification from the treating physician, stating that the participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. IMCA California RaceSaver Sprints Event further reserves the right to require such certification in the case of pregnant women wishing to participate in racing activities. Any female that is racing at IMCA California RaceSaver Sprints Event that is pregnant must notify officials prior to racing.

In any such case, IMCA California RaceSaver Sprints Event reserves the right to decline the entry of any individual whose participation might endanger their health or safety, or the health or safety of other drivers, crewmen, participants, officials, or spectators. All rules enforced by Officials must be adhered to while racing under the IMCA California RaceSaver Sprints sanction. IMCA California RaceSaver Sprints and /or track officials reserve the right to reject any car or driver without cause or recourse.

Any interpretation of, or deviation from these specifications or rules are left to the discretion of the Race Director and/or Technical Officials. Their decisions are final. Racing is a very dangerous sport. If there is any part of the race program that causes you concern for your personal safety or for any member of your team, you should bring those concerns to the attention of the Race Director. If after doing so those concerns are not met, you should consider withdrawing from competition until a review can be made.

ALL COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY RACESAVER OFFICIALS AS TO THE APPLICATION AND INTERPRETATION OF THE RULES ARE NON LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST IMCA, RACESAVER, AB MOTORSPORTS, LLC D/B/A AS CALIFORNIA RACESAVER SPRINT SERIES OR ANYONE ACTING ON BEHALF OF CALIFORNIA RACESAVER SPRINT SERIES, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE COMPETITOR OR OFFICIAL. IF THE COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THE COVENANT, THAT COMPETITOR OR OFFICIAL AGREES TO REIMBURSE THE CALIFORNIA RACESAVER SPRINT SERIES FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES. EACH COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST THE CALIFORNIA RACESAVER SPRINT SERIES FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.

GENERAL OVERVIEW

The RaceSaver Series is about affordable and fun racing. The rules RaceSaver has put into place ensures the playing field is leveled as much as possible and everyone is able to participate no matter the budget.

In addition to the IMCA/RaceSaver National rules, the following rules, procedures, and regulations are strictly for the California RaceSaver Sprint series. These rules may differ from the National RaceSaver Sprint rules, please keep this in mind.

DRIVERS/CAR OWNERS are responsible for the conduct not only of themselves but the conduct of anyone in or around their pit area, fans, regardless of age, gender, or whom they may be with.

IMCA California RaceSaver Sprints Series and all its members shall take the following information, rules, regulations, and policies review them, understand them and always follow them.

Everyone who enters the pit area or participates in competition promoted by IMCA California RaceSaver Sprints Series does acknowledge, represent, and warrant that he/she has read, understands, and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of same.

Any complaints, disputes, questions or problems must be directed by the Driver or registered Car Owner, to the Race Director through the Pit Boss.

Children under the age of 13 must be supervised at all times. No running or playing outside of your designated pit space during race time.

Race cars, race car haulers, tow truck, push trucks and any other equipment located in the pit area or restricted area are **NOT** covered by insurance.

If any of the rules set forth are not followed or you ignore warnings, you will be penalized either monetary or race wise.

SECTION 1

1.00 RULES OF CONDUCT

The interpretation and application of all rules contained herein as well as all amendments, supplements, and revisions that may be implemented shall be at the sole discretion of the IMCA California RaceSaver Sprints management and officials and shall be final and binding. Any fines and penalties may be deducted from any monies to be paid to car owner/driver.

All drivers, team owners, crew, and officials shall abide by the rules and regulations set forth in this document.

NO ALCOHOL or any other substance that can alter state of mind, in the pits. This is strictly prohibited not only by tracks but series as well. If anyone in your pit area is caught consuming alcohol or being under the influence before or during any racing event (no alcohol or other mind altering substances until the LAST race is finished for the night), 1st incident, the person who is under the influence will be escorted to the grandstands to finish watching the race, security will be informed, and your pit pass will be confiscated without refund. That is the **only** warning you will get. If there is another incident, you will be disqualified for the night and team will pay a fine up to \$500. If it happens more than twice you are done for the season and will pay a fine up to \$1,000.

Excessive speed or reckless driving in the pits will get one (1) warning, second (2) you will incur a \$50, third (3) offense will result in suspension from the pit area followed by suspension from the pit area. Regardless of if you are a driver or not. The PIT SPEED LIMIT is 10 MPH! (Four-wheeler will be parked for duration of the night).

Disrespect (abusive language, ignoring of, gestures), of any CRS, track, other series official or spectators will not be tolerated. This may be in the form of words or otherwise. If it is found you

or someone in your pit is causing a disrespectful disturbance, you will be fined up to \$150 for the first offense. Second offense may result in a fine up to \$200 and/or disqualification for that event and the following three events.

- a. In the event you disagree with either a CRS official, track official, or other series official, bring it to the attention of the Director of Competition.

The use of a car or other motorized vehicle as a weapon, will result in expulsion from the track, fine up to \$1,000, and possible expulsion for the remainder of the season. In the event this happens, a \$1,500 peace bond will be incurred by the driver/team owner if allowed to continue to race.

If any dispute arises **ONLY car owner or driver** has the right to approach the official and discuss the issue in a calm and professional manner.

Four wheelers, ATVs, or scooters are not allowed on the racetrack or the edge of the racetrack during an event. In all areas (racetrack, pit area, etc.) four wheelers or ATV's must be operated in a safe and sane manner and should not exceed ten (10) MPH. ALL FOUR WHEELERS AND ATV'S MUST HAVE A CAR NUMBER THEY ARE ASSOCIATED WITH IN A LEGIBLE MANNER SO THEY CAN BE IDENTIFIED AT A DISTANCE. CAR OWNERS WILL BE RESPONSIBLE FOR THESE VEHICLES AT ALL TIMES. THIS ALSO INCLUDES MOTORCYCLES AND MOTOR DRIVEN BIKES!!!

No changing of car numbers at the track will be permitted, except by officials for scoring purposes by adding a letter to a number.

IMCA California RaceSaver Sprints Series and its members shall conduct themselves in a professional manner at all events, or while promoting (including wearing of any official markings). If it is found that someone is not conducting themselves as such, this could result in immediate removal from duties.

Any member (team, fan, friends, family etc.) that attempts to and/or does physically abuse any event official, including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc. will be subject to disqualification and/or fine up to \$750 and/or suspension and/or legal action including but not limited to the member who caused the harm to be financially responsible for any and all medical care that may be needed, if equipment is damaged member may be subject to cost of replacement of equipment.

Any member that verbally abuses any (series, track, or otherwise), event official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by IMCA CRS officials. Maximum = \$5,000.

In the event a rule is unclear or there is clarification needed, please contact the Race Director at contact information listed on the front page as well as at the end of this document.

Actions have consequences and we hold drivers/teams to a higher standard than the general public.

Safety in the Pits

These rules, regulations, and policies are put in place for your safety and other drivers' safety. Following such rules is not an option, these rules are to be followed at all times. Bear in mind these rules may differ from the track's safety rules. All rules are to be followed by IMCA CRS drivers/teams/officials at all times.

- Everyone in the pits shall have proper pit pass on at all times.
- No consumption of alcohol or other mind-altering substances prior or during racing.
- No physical violence or verbal violence.
- Car number must be CLEARLY visible on ALL motorized vehicles.
- No more than 2 riders per quad or motorized vehicles unless there is a secure seat for each rider.
- Kids under the age of 13 must be accompanied by an adult.
- Reckless driving, speeding, cutting cars or others off will not be tolerated. One warning will be given by an official. Second offense the motor vehicle will be parked the rest of the night and may be fined. Repeated violation may result in permanent ban of all motorized vehicles for the team/driver.
- **BEWARE of your surroundings at all times!** In the event a person is injured in the pit area due to negligence such as, being on their phone, having both ear buds in, headphones on, texting, not following track and series rules, as set forth above will wave their right to any protection the series or track may offer. This is considered negligence, and this will be your only warning. We ask everyone in the pits have one ear free, so they are able to hear what is going on around them, cars running, quads, trucks, and other track event vehicles.

These rules along with the track rules will be in full force and effect at all times. It is your (driver/team owners), responsibility to read, understand, and inform you crew, family and friends of how to conduct themselves in and around the pit area.

SECTION 2

2.00 Safety Requirements

IMCA California RaceSaver Sprint Series rules supersede any other rules for series or divisions racing. Each Competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be acceptable for competition at every event. Each Competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment. All cars are subject to safety inspection at any time. If the Technical Inspector or Race Director deems a car has not met the track safety rules, that car will not be allowed to compete until all the discrepancies and deficiencies are corrected. It is the responsibility of the driver, car owner and mechanic individually and collectively to have their car free from mechanical defects, and in safe racing condition and properly inspected prior to an event.

No modifications to safety equipment are allowed. Safety equipment must be used per the manufacturer's instructions.

At any time and for any reason when a car is push started the driver must be dressed in proper racing attire, including helmet, fire suit, gloves, shoes etc. and he/she must use all required safety equipment (seat belts etc.).

Safety Equipment

Snell rated SA2015 or SA2020 helmet required. Recommended: Fire retardant padding.

SFI-approved full fire suit required. Recommended 2-layer. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required.

Right and left seat head supports required if using head and neck restraint system.

Recommended: Fire retardant head sock and underwear.

Minimum two-inch wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Safety belts no more than two years old.

Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

Fire Suppression System

Fire Suppression Systems are **HIGHLY RECOMMENDED**. A fire suppression system that meets the SFI 17.3 specification must be installed and functional.

- The system must be fully charged and display a legible and valid SFI 17.3 and manufacture label, easily viewable at any time. Cylinders that are beyond useful certification date must be inspected, serviced, and re-labeled by the manufacturer.

SECTION 3

3.00 ENGINE RULES

Only the following engine blocks will be permitted. GM 305 V-8s with the following approved casting numbers: 361979 460776 460777 460778 14010201 14010202 14010203 14088551 14016381 14016382 14016383 14094766 355909 14093627 14101147 10243878 4715111 10046164 14102058. A specific Dart Machinery block, purpose built and approved for RACESAVER®, competition is the "Little M" "B" block: PN 31151411. There is a new DART block marked DRT 305 that has been approved by RaceSaver (R). In order to be legal for RaceSaver(R) competition this block cannot be lightened and must maintain a block deck height of no less than 9.000 inches. All identifying marks cast or stamped in the block must remain intact and visible.

If a lightened block is utilized, any and all ballast needed to make weight must be mounted between the front and rear motor plates. Such weight must be secured by a minimum of two ½" bolts, painted white with the car number affixed to the weight. Also read car rule #3 to clarify what may constitute ballast.

A maximum of 315.9 cubic inches will be permitted (+/-0.0). Stroke 3.480" (+/- .020). Max bore 3.801. If 3.5" stroke, max bore is 3.790 Bore: Plain cast iron. Sleeves will be permitted for repair only.

Only flat top pistons with valve reliefs will be permitted. Pistons may not protrude from cylinder bore.

Only an iron or steel crankshaft, with a minimum weight of 47 lbs. 8.3 oz. will be permitted, which is 1% less than 48 lbs. The main bearing diameter will be 2.450 (-.030). Weight added to crank except balance metal, which must be welded in place, will not be permitted.

Only 5.700" steel connecting rods, with a rod journal dia. 2.100 (-.030) will be permitted. Oil pan may be removed for inspection at any time.

Only chain cam drives will be permitted. Variable cam timing will not be permitted. Only plain hub or SFI approved damper will be permitted. The water pump must remain in the stock location.

Only solid .842 diameter ferrous metal flat tappets will be permitted.

Only a cast iron cam, with a firing order of (18436572) will be permitted.

Only a straight wound spring with a flat damper, that conforms to the specifications will be permitted. PSI at seat 90-120#, at .500 lift 330- 355#, Inst. Ht. 1.700 -1.820, Dia. 1.262 +/- .005, Wire dia. .193 +.002, Free ht. 2.130 max. 1.950 min., 5 full coils +/- 1/8th turn as measured from tail to tail.

Only vented, wet sump, in pan, oil systems will be permitted.

Only rockers centered on and retained by the 3/8" rocker studs will be permitted.

The maximum valve lift permitted is: (.510" int. .535" exh.) at zero lash at valve retainer. Only standard size & configuration, 7-degree retainers and keepers will be permitted.

Stud girdles, rev kits, or valve train stabilizers, will not be permitted.

Repositioning, boring or bushing of cam or lifter bores will not be permitted. The maximum cam diameter will be 1.869 + .002.

Only valves that conform to the RaceSaver(R) original size, configuration, length & weight will be permitted. The sizes are as follows: stem size 11/32", Intake 1.94" .008 stem undercut. Exhaust 1.60", orig. stem undercut to .315.

Ferrous material only: Valves, Seats, Retainers, Keepers, Push rods, Springs, Tappets, Cam, Crank, Rods, Wrist pins, Fasteners, Main Caps. Materials and processes including, but are not limited to; Titanium, Inconel, Ceramics, DLC, Nikasil, will not be permitted.

Only point type Magnetos, or Kettering style ignition, will be permitted. Only naturally aspirated, constant flow fuel injection will be permitted.

An additional 100 lbs. penalty will be added to the minimum car weight for use of any electronics (anything requiring a battery), including but not limited to: ignition, ECU's and/or active driver aids. See penalties section for consequences of the use of driver aids.

Electronic tachs are allowed as a courtesy only and may be required to be removed if altered from original 2 wire configuration.

RaceSaver® SPEC cylinder head: Alterations of any type will not be permitted. 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, will not be permitted. The cylinder head must retain all original dimensions & configurations including valves, springs, retainers, stems, & guides. Only re-seating the valves is permitted. Top cuts that extend into the aluminum of the chamber will not be permitted. Under the seat relief cuts will not be permitted. Alterations to as delivered throat size, 1.810 Int. & 1.345 Ex. (+ .000 - .005) will not be permitted. Bowl changes will not be permitted. Every dimension of these heads has a gauge dimension that must be met for them to be certified. Any changes will result in disqualification. The stamped identification marks may not be altered.

Compression Ratio: 10.25 to 1 will be the maximum allowable compression ratio. The compression ratio may be checked with a whistle, or by measuring the volume of the assembled cylinder using liquid. The absolute minimum assembled cylinder volume measured at Top Dead Center (T.D.C.) is 70 cc. Any type of surfacing the heads will not be permitted without a repair authorization. Original serial numbers and certification marks must remain intact. They may not be altered or obscured. Any & all repairs MUST be pre-approved, and the cylinder heads must be re-certified. If any spec head is found to be modified; it must be replaced with a certified spec head.

Repairs: In the event a cylinder head needs to be repaired, a repair authorization must be obtained by contacting RACESAVER® at 402- 639-4722 before attempting repairs. After repair, the cylinder heads, completely assembled with all valves, spring, retainers, studs and guides, must sent to RACESAVER® for re-certification and registration. Recertified heads will be stamped with RACESAVER® & FGRS logos. The spirit and intent of RACESAVER® Engine Rules shall prevail.

Any attempt to circumvent the rules may result in confiscation of suspect parts, and other significant penalties. RACESAVER ® determines compliance with specifications and rules. We reserve the right to exchange any spec cylinder head at any time. If the cylinder heads are altered, there will not be an exchange made. Altered cylinder heads will be removed from

approved head registry. If a RaceSaver® engine competes in a non- sanctioned race, the engine is subject to be retested before returning to RaceSaver® events.

SECTION 4

4.00 Car Rules

Sprint car appearance. The minimum wheelbase is 80"- inches with a maximum of 95"- inches.

The minimum weight with a driver after race: 1550 lbs. with a fire suppression system. Cars without a fire suppression system must weigh 1575 lbs. Starting weight must allow for fuel burn off.

Ballast weight of any form or material will not be permitted in the bumpers, rub rails, seats, floor pans, or any miscellaneous and or extraneous components. The rub rails and bumpers must be steel, with a maximum wall thickness of .095. Any ballast must be securely bolted and located between the front motor plate and located between the front motor plate to 12" behind rear motor plate.

A right rear bead lock is required. Wheel covers or mud plugs must be BOLTED in 3 places. Bleeders will not be permitted. The right rear tire will be a Hoosier RaceSaver® plated tire, minimum durometer 45. Any left rear tire with a minimum 35 durometer will be permitted.

Wing(s): The main wing may have a maximum of 25 sq. feet, 61"-wide, with 30"-inch x 72"-inch side boards. The front wing must be a maximum of 2'-feet x 3'-feet with the leading edge no more than 6"- inches ahead of front tires.

Cockpit adjustable weight jacks, shocks, or wings will not be permitted. Additional reservoir shocks (internal or external) will not be permitted.

Titanium, carbon, and/ or ceramic brake materials will not be permitted. Titanium and/or carbon parts which are, or rotate in, a diameter larger than 1.5" will not be permitted. Carbon drive train parts will not be permitted.

Open drive lines will not be permitted. Safety hoop or strap is required. Center section of the rear end must centered within the rails.

A fuel tank & bladder assy. or Fuel Safe enduro cell meeting FIA-FT3 & SFI Spec. 28.1 is required. A main fuel line shut off is required. An on-board fire suppression system is recommended.

Only pure methanol is allowed. Additives of any type will not be permitted. Fuel is subject to chemical analysis.

SECTION 5

5.00 Sponsors Expectations

Any Sponsor Decals, required decals, will be provided by CRS prior to or at the first race of the season.

If decal is not displayed or refused to be displayed properly in the designated portion of the car will result in; no points (local or national), no start money, no winnings (money or contingent), no tow money, or any other winnings or trophies. You will be able to race if all the IMCA requirements and other CRS rules are complied with.

The Series Sponsor decals must be displayed on outer wing panel in the lower right corner of the panels, both sides. Example: Look at NARC, High Limit, World of Outlaws.

Series decal must be displayed on outer wing panel in the lower right corner of the panels, both sides next to the series sponsor decals.

More sponsors and decals may be added throughout the season or for one just race.

If drivers/teams use social media, it is asked that you tag/promote sponsors as much as possible. This will show potential sponsors the exposure they will get and show our own sponsors how much they are appreciated.

SECTION 6

6.00 Duties of Officials

Each official is responsible for reporting any violations or the rules and procedures to the Race Director. This includes any disrespect towards track or series officials.

All CRS officials will be wearing official shirts.

ALL OFFICIALS ARE AT THE TRACK TO HELP CONDUCT A SAFE AND PROFESSIONAL OPERATION BY BOTH THE RACE AND THE RACE FAN. ANY ABUSE, BE IT VERBAL OR PHYSICAL, WILL NOT BE TOLERATED AND WILL RESULT IN A FINE, SUSPENSION, OR EXPULSION FROM RACING OR ATTENDANCE PRIVILEGES AT THIS FACILITY.

Race Director

- Conducts Drivers Meetings
- Responsible for setting fines and penalties
- Enforcement of rules, regulations, policies and procedures according to IMCA/CRS
- Set curfews and final lap counts
- Controls starts and conditions on the track to the drivers via Raceceivers.

- Decide in accordance with the promoter, on major suspension and/or peace bond penalties.
- Responsible for answering questions/concerns on line-ups or finishing orders.
- Person in charge of ALL race activities for CRS on each event night.
- Invoices race track each night.

Pit Boss

- Posts line ups
- Responsible for getting cars to staging in a timely fashion.
- Responsible for notifying series and track officials of any scratched cars/drivers.
- Handle questions regarding format or relay questions to Race Director when necessary.
- Conducting Pill Draw, collection of pill draw money, responsible for relaying pill draw numbers & money to Race Director.
- Assists the track officials in the infield while CRS is on track.
- Assists Staging in Hot Pit.
- Assists in staging as needed.
- Ensures drivers are in proper safety gear when being pushed off at all times.
 - o Fire suit, gloves, neck restraints, helmet, seat belts are fastened

Staging Boss

- Ensures all cars are in staging.
- Communicates to Pit Manager when a car is missing or needed.
- Tells push trucks when to push cars on the track.
- Ensures all cars get on track in a timely manner.
- Communicates to Race Director any questions or concerns.
- Ensures drivers are in proper safety gear prior to being pushed out.
 - o Fire suit, gloves, neck restraints, helmet, seat belts are fastened

Technical Inspector

- Report rule violations to director.
- Perform random checks for required safety equipment.
- Performs random technical inspections on all cars to confirm adherence to stated rules.
- Performs or supervises protest tear downs and random fuel checks.
- Performs pre-race and post-race inspections.

SECTION 7

7.00 Race Night Format/Information

We will be using MyRacePass for our line ups and all other track and race night information. Please utilize this as a tool, to save you and your team time.

Each race will be conducted in the exact same manor **UNLESS** there is a special event or sponsor requesting otherwise. If this is the case, you will be notified as soon as possible.

If you are a Rookie, you may elect to start in the rear. Let the officials know at the drivers meeting.

Driver's meeting is **MANDATORY!** If CRS race official finds you not at the drivers meeting, you will be place in the last heat, starting in the rear, regardless of pill draw or qualifying time.

Raceceiver will be checked at the Driver's meeting to ensure you are on the right channels and can hear the Race Director. Please if you have one that operates on a battery, replace the battery each night. If you have a rechargeable one, ensure it is fully charged. This will allow the show to move quickly and more efficiently. 454.000

It is the driver's responsibility to ensure a transponder is on the car and functional before it hits the racing surface. It is the responsibility of the driver to ensure the transponder number is accurately recorded with scoring officials. It is highly recommended to use your own transponder, CRS will have a few on standby in case of failures or loss happens.

Any two-way communication from crew to driver in any electronic way is **PROHIBITED**. No cell phones, no smart watches, no radios, or any other type of two-way communication is allowed on the track. Only electronic communication device allowed is a Raceceiver. If caught with a two-way communication in anyway, you are done for the night and will be fined \$100.

Check-in: You may utilize MyRacePass to pre-register for a race. This does not excuse you from pill draw.

Pill Draw: Pill draw is required. There will be a \$20 pill draw. If you have checked in on MyRacePass, you are still responsible to draw a pill in person with the officials and pay the \$20. The driver is responsible for ensuring check in and that the pill draw has happened.

- In the event there is a driver who has not drawn a pill, you will automatically be placed in the rear.
- In the event a driver does not draw a pill to avoid the \$20 pill draw, you may be disqualified for the night.
- In the event there is determined a driver/team is missing pill draw on a regular basis, driver/team may pay a fine up to \$100 or disqualification from one night of racing.
- Driver responsible for making sure pill draw and check in is complete no later than 15 minutes prior to drivers meeting.

Staging: It is expected that you be in staging when you need to be, this is ensuring the efficiency of the show. You must be ready to be pushed off immediately when in staging.

- You will be given a **10-minute warning** by an official. This is your que to start getting ready to head to staging.
- You will be given a **5-minute warning** by an official. You should be in your car, either heading to staging, being pushed out to go to staging. Showing some kind of movement to and urgency to get to tagging.

- You will be given a **2-minute warning** by an official. You should not be in your pit area, you should be in staging or close to staging, ready to hit the track! If you are not in staging at this point you are LATE!
- In the event you are **LATE**, you will start in the back. Late is defined as not being in staging, strapped in, ready to race. You will be sent to the rear of the field. If there are equipment issues or other incidents going on, communicate it to the official so they may relay that to the Race Director.

Qualifying: You will go out for qualifying in the order of pill draw. Qualifying will be a two-lap session. (Green/White/Checkered)

- Two (2) cars will go out at a time for qualifying.
- In the event a car showing up late (missing their spot) in qualifying you will be put at the rear.
- In the event it is visible or obvious mechanical issues, you have ONE re-run at the end of the session. If you are the end, you will have 2-minutes to either work on it or elect to start in the rear of the heat.

ALL cars must go to scales! If you miss scales, you will be put to the rear. If you miss scales and go to your pit and go back to scales, you will be put to the rear.

Heat Races: Heat races will follow the High Limit format; fastest qualifying time will start 4th in the 1st heat race. (8 Laps)

- Winner from last heat race pulls a pill; 4,6,8 for feature line up.
- 360 one and done. Spin out once, that draws a caution, that is not for safety reasons, car will go to the rear. Second spin out car is done for that race.

ALL cars must go to scales! If you miss scales, you will be put to the rear. If you miss scales and go to your pit and go back to scales, you will be put to the rear.

Feature: Will be lined up in heat race finishing order with invert of pill drawn by winner of the last heat race.

- 20 laps (25 min) if there is 10 cars or less
- 25 laps (30 min) if there is 11 or more cars

Top 3 report to scales then tech. After the checkered flag is waived, 1 random car will be picked to also go to scales and tech. This will be announced over the Raceceiver when the checkered flag has waved.

If you do not report to scales or tech, or you go to your trailer before scales and tech after the race, you will be scored last and receive no points/money.

Payout

Pay Outs: Payout will be from the track to the Race Director/Promoter. The Race Director/Promoter will then pay drivers accordingly. If the track pays promoter same night, it will most likely be in form of a check, which promoter will need to deposit and wait for it to

clear. Once cleared checks pay outs will be disbursed in the way the team/driver has elected to receive payouts.

To be eligible for tow money, you must show up, sign in, unload, and attempt to race. If you show up, sign in, unload, and just sit there, you will not get tow money. You must hit the track in your car in attempt to run the full night.

To be eligible for start money, you must take the green flag in the A Main.

To be eligible for payout of any other monies, you must have the California RaceSaver Sprints series sticker, the series sponsorship sticker, and all IMCA contingency stickers on the car in the correct placement. In the event the stickers are not in the proper placement, no monies will be paid to the team/driver. The monies will be placed into a points fund for the end of the year.

All driver/team over must have a completed 1099 on file with IMCA California RaceSaver Sprints Series Promoter to ensure proper payout.

Correct contact information, including mailing address must be on file with IMCA California RaceSaver Sprints Series Promoter to ensure proper payout.

SECTION 8

8.00 Race Rules

All **initial starts** will be double file, at the cone coming out of turn 4, the pole position sets the pace. All positions: jump once and get a warning, jump twice you will be moved back 2 spots.

Spin to avoid: this call will be made at the discretion of the Race Director. If deemed unnecessary, car will be place at the rear of the last lead lap car. If it was necessary, car will get their spot back.

360 Rule: if a car spins out and can keep going, please do so, no caution will be called, car to blend in with the rest of the field. If a car spins out and stops, draws the yellow, car will go to the rear of the lead lap car. Two spin outs that cause yellow/reds car is done for the night.

Intentional stopping (not due to safety reasons), spinning out, or drawing a caution for no reason, will result in position penalty of going to the rear of the last lead lap car.

Restarts

Double file restarts with the following exceptions:

- 2 or attempts of taking the initial green flag have failed, single file start will occur
- If there is contact after taking the green flag from a caution, restart will be single file
- If race halfway, single file restarts will be used

Cars are not allowed to “break traction” at any time during a caution period unless directly authorized by Director of Competition over the radio. Any cars that do so may be moved to the back of the starting grid.

Cars involved in a race stoppage during the semi or main event that go to the work area will be given two-minutes to make repairs once they reach the work area. This rule no longer applies once the semi or main reach the halfway point, or curfew issues come into play. There is no allotted repair time provided during the heat races.

If a car goes to their pit area instead of the designated work area during the semi or main, there is no two-minute timeclock because we have no way to check your status. The car can return to competition at an appropriate time. There is no “courtesy time.”

Flags

Driver who does not obey the flag rules will be subject to lap penalties, time penalties, disqualifications and/or be fined.

Green means GO

The green flag will indicate the start or restart of an event. After the cars are lined up in the correct order, the (yellow) lights will be turned off; this indicates the race will start on the next exit out of turn four. In the event of a false or poor start, the yellow caution light will come on as the leaders reach the backstretch. The start will then be reattempted.

- If one or both front row starters jump the start, one or both may be placed back one row by the call of the Director of Competition.
- Any car(s) advancing positions before the start or before the cone on a restart will be penalized two positions for each position gained. Penalty will be assessed at the next race stoppage or end of the event.

Yellow means SLOW (Caution)

There is no racing back to the flag stand when a yellow is displayed. As soon as the yellow comes out you MUST slow down! Do NOT race back to the flag.

A yellow flag condition is considered a race stoppage. Cars will slow to a pre-race speed and maintain a single file line. Cars out of position will be advised by track officials where to line up. When caution is displayed on track, any car going into the pits will be allowed to restart at the rear of the field and not lose a lap provided the race has not been restarted.

- If you get out of your car on a yellow, you are considered DONE other than for safety reasons.

- If you get out of your car and leave it, the car will be towed to infield and left. The tow truck driver is unable to know where your pit is and you need to assist tow truck to do as little as damage moving to your car to the pits, they are there to help.
- If a pace truck is on the track, no cars are allowed to pass without permission. Violators will be fined \$100 for the first offense and be sent to the rear of the field or disqualification on the second offense.
- Cars involved in the race stoppage that go to the work area will be given two-minutes to make repairs once they reach the work area. Returning line-up will be in the order of the last scored lap.
- Thirty-minutes (30) prior to curfew (Curfew to be stated at the pit meeting) if you go to your pits there are no courtesy times, but you may return under the next yellow.
- No pit crew is allowed on the racetrack during yellow flag. (\$100 fine after first warning).
- Any car that receives two (2) charged stops in a heat race (two (2) charged stops in the Main Event) (yellow or yellow/red) will be black flagged for the remainder of that race but will receive starting points if earned and/or any position gained at the finish of that race.
- If a car(s) spin and is not able to restart and we have courtesy laps available, we will go yellow and if there is NO courtesy laps available and car(s) are deemed safe by Director of Competition a yellow flag will NOT be thrown.

Red means STOP (Like a stop sign)

A red flag is usually a result from a flipped car or unsafe track conditions. You see a RED flag or light you stop as safely as possible.

- Drivers must stay in the car while under red flag conditions, unless there is a safety concern OR you have been told by an official you are able to get out.
- Cars that blatantly drive past the crash scene will be penalized or disqualified Stop as safely as possible, safety crew on track to help driver.
- Cars stopping must stay off the inner apron and not block openings where emergency personnel or support vehicles respond from.
- A charged stop will be when a car brings out the yellow/red flag by their own actions

and not as the result of trying to stop to avoid another incident on the track. A car that stops to avoid a problem will go to the back but will not be charged for purposes if the black flag. (Stop to avoid with no contact with another car, pointed in racing direction).

- Cars entering the work area during a red flag condition, that complete the work before the race is ready to resume will be allowed to restart at the rear of the line-up. Line-up will be in the order they return to the track and the last scored lap (No courtesy laps on red).
- Under red flag conditions: On a “Closed Red,” No pit crews may be on the track. If you work on your car you are done for that event. You may ask an official if you need your car in the work area, at the time you give up your position on the track and go to the back of the field.
 - o On an “Open Red,” designated work area – any work is permitted with exception of a tire change. If a tire is changed, the car must restart at the rear of the line-up in front of any cars that went to the work area.
 - o If a car is involved in an accident, only emergency personnel are allowed at the car.
 - o Persons not directly involved with the car(s) involved in the accident must stay back. Violations will result in a fine.
- When the “Clear the Track” command is given, all personnel must leave the track in a timely manner, Violation of this will result in the car being penalized to the rear of the line-up or disqualification, Air horn blast is one minute to clear the track.

No splits are scored on a Red Flag. The field is frozen and will revert to the last completed lap scored.

Black Flag (You’re Done)

The black flag means you have been disqualified for one reason or another and must report to the work area for an explanation. If the driver does not go to work area, driver will not be scored past that point.

- If you get a folded black flag pointed at you, this is your warning.
- Drivers that are black flagged for mechanical or safety reasons may return to the event once repairs are made and the track is open.

- If a driver is black flagged and stops to create an intentional yellow, driver is subject to a penalty or fine not to exceed \$200.
- A furled black flag will be a warning against on track violations.
- Any flat tire with rim touching the race surface may be black flagged (safety item) at the discretion of the CRS Race Director.
- A damaged wing or body parts may be black flagged (safety item) at the discretion of the CRS Race Director.
- Any car that is black flagged for consultation during a caution period will retain its position only if the CRS Race Director deem the car 'clear' and permit it to return directly to competition without adjustment.
- Any car that does not race on the designated racing surface to better its position will be black flagged and penalized at the discretion of the CRS Race Director.

White Flag (1 Lap to go)

The white flag represents one lap remaining for that event. If there is a caution or red, and less than ½ of the cars have not crossed the flag stand, a green-white-checkered two lap shootout will take place.

Checkered Flag (RACE IS OVER)

- A checkered flag will indicate the end of an event.
- If the leader receives the checkered flag, crossed the designated Start/Finish line, and the race is stopped before all cars cross the Start/Finish line, the race will be scored complete. The cars crossing the finish line before the stoppage will be scored accordingly, the remaining cars will be scored as they had completed the previous lap. Cars involved in the stoppage will be scored last on their respective lap.

Winners must report directly to scales after taking the checkered flag prior to reporting for interview. Winner may take 1 victory lap and when it is safe (no other cars on the track), driver may do 'donuts' in the **corners only**. Failure to comply can result in forfeiture of winnings and points for the night.

If you believe there is an error in scoring, please let the Race Director know so they may speak with the score keeper.

SECTION 9

9.00 OTHER PENALTIES & PROCEDURES

Participation is a privilege that can be revoked at any time. We reserve the right to limit the number of entries at any event may require pre-entry. All cars must have valid RaceSaver® seals and meet all rules. The spirit and intent of RaceSaver® shall prevail.

Electronic traction control device: Automatic disqualification and \$10,000 fine. If found with an electronic traction control device at any point during an IMCA sanctioned event, driver loses all IMCA points in all divisions and is suspended until fine is paid. Device may be confiscated and retained by IMCA.

Use of data acquisition is strictly prohibited at IMCA sanctioned events. This includes any scheduled official event practices or hot laps. Will result in disqualification from event, \$10,000 fine, 30-day suspension from all sanctioned events and loss of points for the season.

Upon inspection, any different, altered or missing RaceSaver seals will result in disqualification, loss of all IMCA points for the season, 30- day suspension from all IMCA-sanctioned events and a \$10,000 fine. In lieu of \$10,000 fine, driver may forfeit illegal engine to RaceSaver for destruction and pay \$1,000 fine. Event disqualification, loss of all IMCA points for the season and 30-day suspension from all IMCA sanctioned events still apply. Any RaceSaver engine determined to be illegal will have the RaceSaver seals removed.

RaceSaver reserves the right to have all race cars use the same fuel. Fuel sample may be taken from any car at any time. Penalty for illegal fuel is disqualification from event and \$250 fine - first offense.

TIRES: Right rear (RR) tires must be Hoosier RaceSaver \$250 fine and a loss in any points accumulated for that event. ALL other tires, (LR and fronts) are open tire.

Chemically treated tires will result in \$1,000 fine, 30-day suspension and loss of all points for the season; second offense will result in \$2,000 fine and 60-day suspension.

The altering of any tire compound by any means is not permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire ‘soaking’ and or the introduction of tread ‘softener’ and/or the physical defacement (removal, altering, and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires, any penalty deemed appropriate by IMCA CRS Officials may be issued. Another competitor may protest the rear drive tires.

1.) Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A “Chain of Custody” process will be outlined with the competitor upon inspection of the tires.

2.) The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time while the tire(s) were being analyzed will be considered as part of the penalty time.

Fighting and/or physical assault: First violation, minimum \$250 fine and/or suspension. Second violation is a minimum \$500 fine and minimum two-week suspension. Third violation is a minimum one-year suspension.

Unsportsmanlike conduct and/or verbal assault: First violation, minimum \$100 fine and/or suspension. Second violation is a minimum \$250 fine and minimum two-week suspension. Third violation is a minimum one-year suspension.

Rough driving - Penalties including fines, suspensions and points to be at discretion of track officials, and IMCA may impose penalties based on severity of incident.

Refusal by driver to sign deficiency slip will result in immediate disqualification and suspension from remainder of event in all divisions.

Use of counterfeited RaceSaver branded products will result in disqualification from event, \$1,000 fine, 30-day suspension from all sanctioned events and loss of points for the season.

Any driver failing to meet minimum weight requirement results in disqualification and last place points. Any driver losing ballast while in competition will result in disqualification and 0 points.

Repeated violations of IMCA rules may result in permanent suspension. All incidents will be referred to IMCA by promoter, with his/her recommended penalties. All penalties imposed by IMCA are cumulative, not on a per-year basis.

If driver receives a disqualification for evening and no points, it is the same as if the driver did not compete that evening. No points are awarded, and it does not constitute a track visit as applied to eligibility to claim or for calculating weekly point average. If a penalty calls for disqualification and last place points, the driver receives points for the last position in the race he/she is competing in.

Technical infractions: Tampering with any components under RaceSaver® seals, or modifying or replicating said seals, will result in immediate suspension. The duration of suspension will be determined by the infraction. Components or measurements, that are not under seal, and do not conform to the rules, may incur penalties that include immediate suspension. The “RaceSaver®” mark is our federally registered trademark, and as such, carries severe penalties for unauthorized use.

SECTION 10

10.00 POINTS

National Points

Our National points season is January 1st to September 30th.

IMCA RaceSaver National points:

- 1- 40 points
- 2- 39 points
- 3- 38 points

In the event there is less than 10 cars entered in the feature, points will be adjusted to one less point per position, 9 cars:

- 1- 39 points
- 2- 38 points
- 3- 37 points

If there are 8 cars:

- 1- 38 points
- 2- 37 points
- 3- 36 points

National points 'full time' is considered racing 10 or more races during the IMCA points season of January to end of September.

After each race, Race Director will relay the finishing order and points to IMCA for updating on their website as soon as possible.

Regional Points

Regional points 'full time' is considered racing 10 or more races, including 1 of the 2 races scheduled in October.

Points will be awarded as follows:

Quick Time of each qualifying race will receive an additional 1 point.

Qualifying Heats Feature

1- 30	1- 5	1-100	8-80
2- 25	2- 4	2-95	9-78
3- 20	3- 3	3-90	10-76
4- 15	4- 2	4-88	11↓-50
5- 10	5- 1	5-86	
6-↓5		6-84	
		7-82	

To obtain start money, you must take the initial green flag in the feature.

Tow money will be given to those who travel to Santa Maria, must pass initial tech and attempt to hot lap and qualify.

The Promoter and Race Directors calls are made at their discretion, if there is a disagreement, you may approach them at the end of the night and discuss it in a professional manor. If he or she believes you are acting inappropriate you may lose points, any money you were able to get, be suspended for one or more races, or other action deemed necessary.