

# CRSA SPRINTS 2026 RULES AND PROCEDURAL MANUAL



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## CRSA Sprints 2026 Rules and Procedural Manual

The RaceSaver® 305 SPEC head and the accompanying engine 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.

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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 RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES.

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***The absence of a specific rule does not imply approval, consent or permission regarding the subject. Any interpretation of, or deviation from these rules is to be left to the discretion of the Race Director or Series Owner.***

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## **A. Definitions and Membership**

1. Sprint Car/Car: any sprint car conforming to the CRSA requirements
2. Owner: person or persons holding controlling interest in the sprint car
3. Rookie: Rookie status will be approved only by CRSA management. Any driver intending to run for Rookie honors must inform CRSA management of their intent to do so. The criteria for determining the Rookie of the Year will include but not be limited to; Drivers performance on and off the track, prior racing experience number of events they compete in, overall finishes and ranking in the final point standings after dropping the highest and lowest finished. Drivers will not be considered for RoY if they have competed in more than six (6) events in any previous year. Drivers will be further classified as a rookie until they have demonstrated an adequate level of skill as determined by the Race Director.
4. Driver: any person 14 years old or older considered an experienced driver by the Race Director.
5. Crew: any person who works or maintains the sprint car
6. Sponsor: any person sponsoring a car or CRSA event
7. Official: Any person appointed by CRSA Management as a CRSA Official to include host track officials and staff.
8. Supervisory Officials: An employee(s) of the CRSA Sprints to include the owner and Race Director and/or the Assistant Race Director. Other Supervisory Officials may be designated from time to time via bulletin and/or verbally at a drivers meeting.
9. 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.
10. Membership Dues:
  - i. Membership with CRSA is mandatory for any CRSA sanctioned event, included, but not limited to weekly events. Temporary members are available. Please refer to Membership forms for prices.

*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.
2. All members must obey directions given by a CRSA official with regard to the racing event. Failure to comply with a direction given by a CRSA official is subject to warning, loss of proceeds and/or positions or suspension.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.

8. Weighing:
  - a. The top 6 cars from each of the heat races will go to the scales at every race event, unless directed otherwise by the CRSA Race Director. This is based on 22 cars starting the feature, and may be adjusted with a reduced car count or at the CRSA Race Directors discretion.
  - b. The Top 6 A-Main Finishers from the A-Main will go directly to the scales at the completion of the A-Main event, unless directed otherwise by the CRSA Race Director.
  - 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.
9. 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 one-way radio, set to the proper channel as announced in the CRSA Drivers Meeting.
  - c. A One-Way Radio is mandatory and must function properly.
  - d. Only one (1) One-Way Radio is allowed in the car/on the driver (i.e. driver cannot have a separate one for each ear).
10. 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.
11. All cars MUST display the official decals of the marketing partners of the CRSA Sprints. These decals must be displayed on both sides of the car and will be provided by the CRSA Sprints.

### **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 including but not limited to gloves, helmet, HANS or similar device and fire suit with all belts and helmet straps securely fastened.
7. Any driver, crew member, or sponsor who operates a race car or any support vehicle (including but not limited to push vehicles, scooters, 4-wheelers, UTVs, pit mules, golf carts, support vehicles, or race haulers) in a restricted or closed area, or who drives through the pit area at an excessive speed or in a manner deemed dangerous, aggressive, or reckless, shall be subject to immediate disqualification, monetary fines, suspension, forfeiture of points, and/or any other disciplinary measures deemed necessary by CRSA Officials. Such actions constitute a serious safety violation and will be addressed with zero tolerance and no warnings will be issued for such conduct.

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 ~~may~~ can be levied the following penalty.
  - i. First offense \$150.00 cash and 50 points deduction.
  - ii. Second offense \$300 cash, 75 points deduction, and 1 race suspension.
9. All ATV drivers must wear a helmet and a one-way radio when starting any car.
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.
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, unless the machine is designed to carry a passenger, in which case, they also must wear a helmet, while attempting a push start.
  - i. One-Way Radios are Mandatory for ALL ATV DRIVERS.
  - ii. CRSA Management highly discourages riders on any push vehicle.
4. Rookies 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. The Race Director or CRSA Officials can mandate additional time at the rear of the field for new drivers if they deem it necessary.
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:
  - i. 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 unless the reason the car has stopped is to address a safety issue.
  - ii. 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 they return to the racing surface.
  - iii. All repairs must be done in the pits. Any Driver who works on their car or permits any other person (other than a CRSA or track official) to work on their car on the racing surface, during a yellow flag, shall be penalized to the rear of the field.

- iv. 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:
- i. 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 unless instructed via One-Way Radio by the CRSA Race Director or by another CRSA Official.
  - ii. 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)
    - 1. If you delay the restart of the race by making adjustments you will be placed scratch in the field.
    - 2. 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.
    - 3. 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.
  - iii. 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 One-Way Radio. Should your car require attention, ATV operators should flag down a CRSA Official before moving their car.
10. Fuel Stops:
- i. No more than two crew members on the track if a decision to let the cars be refueled is made by the Race Director.
  - ii. Drivers must remain in the car.
  - iii. FUEL ONLY, NO TOOLS.
11. There will be one attempt at a Green-White-Checker Flag in A and B Main Events. 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 One-Way Radio.
13. One-Way Radios 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.
15. The number of cars that will compete in any given event will be at the discretion of the Race director.

16. Original starts:

- i. 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.
- ii. 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.
- iii. If the Officials judge that the front row car or cars are out of place a Yellow Flag 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.

17. Restarts:

- i. After the first completed green flag lap, following the original start or restart, when the caution is displayed all cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the event's total number of laps. Racing back to the start/finish line will not be permitted. This is also known as split scoring. A completed lap is considered leader plus one (1).
- ii. If the first lap is not complete the field will be restarted double file. If a second restart is needed, it will be up to the Race Director to be a double or a single file restart.
- iii. Restarts after the first lap has been official will double file utilizing the starting box until five laps remaining in any A-Main or B-Main events.
- iv. Restarts after the first lap is complete in any heat racing event will be double file utilizing the starting box until there are two laps remaining.
- v. If after two attempts at a double file restart with no laps being completed, or at the discretion of the Race Director, the race may be restarted using a single file restart.
- vi. When restarting single file, the leader still must fire in the starting box. 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, hit the cone or pass a car prior to the cone you will be penalized two positions, for every car passed, at the next caution or the checkered flag if it remains green flag racing.
- vii. 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.
- viii. 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 restart or at the finish.

- ix. Cars may not pass a pace vehicle unless directed by an official.
  - x. Lapped cars must drop to the tail of the field in order of their position. Any car more than one lap down will be shuffled to the rear behind cars on the lead lap or one lap down.
  - xi. 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.
  - xii. 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.
  - xiii. No car may check-up, or brake check cars behind them to slow them down.
  - xiv. Violators will be sent to the tail of the field.
  - xv. 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.
  - xvi. If a Move Over flag is displayed, hold your line so the leader can pass safely.
18. Spins on the track:
- i. Any car that spins out twice without just cause (avoid an accident or stopped car) will be black flagged/disqualified for that race.
  - ii. A yellow flag may be displayed for a 360-degree spin and the car will be sent to the rear of the field regardless if they stop on track or not and it will count as a spinout at the discretion of the Race Director.
19. 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.
20. Engine rules cannot be changed. See section CRSA SPRINTS.
21. 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. See Section K.

**E. Points**

1. A-Main Points:

<b>A-Main Feature Points</b>		
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:

- i. 12 points for a win with each spot diminishing 1 point. In order to receive points, you must take the initial green flag for the heat race. Any DNS will not receive last place points.

3. B-Main:
  - i. 50 Points awarded to all non A-Main transfer cars that take the green in the B-main(s). You must take the initial green flag to receive B-Main points. Any DNS will not receive points.
4. Show-up Attempt Points for regular point shows:
  - i. 10 points will be awarded, to any driver who signs in and draws a pill and makes a reasonable attempt to fire a car in warm-ups, or a heat race event but are not able to compete in a heat, B-Main or A-Main.
  - ii. If a car makes it to the B-Main and does not transfer to the A-Main, they will receive 10 attempt points, 50 B-Main points, and heat points earned.
  - iii. If a car makes it to the A-Main they will receive 10 attempt points, heat points and finish points from the A-main table.
5. In the event of a rain out or cancellation and the event will not be made up, all cars that have signed in and paid the entry fee 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.
7. If a car is issued a what is deemed, by the Race Director, as a minor penalty, they will be awarded last place money and points.
8. In the event of a disqualification or a car is issued a penalty, the next car deemed legal will be moved up in the finishing order and the car disqualified or penalized will be awarded last place.
9. You must take the green flag of the A-Main in order to receive A-Main points and pay.
10. Buy-In Provisionals:
  - i. A maximum of two (2) provisionals are available in each feature event. The top two (2) drivers in points willing to pay the difference between tow money and last place money will be the final two starters in the A-Main, provided they are in the top 12 of current point standings (the first two races of the year will use prior years final standings). Points will be awarded according to finishing position. By-In Provisionals, are not available for special events.
11. Special Event Races:
  - i. For races CRSA Management identifies as special events or Show Up Points Only shows, 75 points will be awarded to all drivers who make a reasonable attempt to fire a car in any of the warm-ups, Heat, B-Main or A-Main events. If the event is a two-day event, it is only required a car make an attempt for one of the days to receive points.
12. Challenge Event Races:
  - i. For races that CRSA identifies as Challenge events CRSA Full Point Members will receive points in the order of finish. i.e. First Member across line no matter of position gets first place points, second member no matter where they finish get second place points etc. for all participating members of that Challenge event even if they do not qualify.

## **F. Qualifying for Regular Point Shows**

1. Heats:
  - i. Drivers will draw for their heat positions when the driver (or designated person) signs the car in with the CRSA handicapper once sign in has opened. The draw will close once the horn sounds to start the drivers meeting. Any car failing to sign in will be placed tail in the heat race and will not receive passing points.

- ii. Heat races will be positioned according to what number the driver drew for their starting position.
- iii. Heats Required will be determined by number of cars drawing in per the below table. A pre-set number of cars will qualify from each heat race. Those numbers are as follows:

<u>Cars Entered</u>	<u>Heats</u>	<u>Qualifiers From Each Heat</u>
11-17	2	All
18-24	3	All
25-30	3	6
31-40	4	5
41-50	5	4
51-60	6	3

- iv. Heat race passing points will determine the starting position for the balance of races scheduled.
2. A-Main/Redraw:
    - i. The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position, with the eight drivers accumulating the most points from heat races redrawing for feature starting position (top point earner drawing 1<sup>st</sup>, 2<sup>nd</sup> highest draws next, etc.). Additionally, any driver who wins their heat race will be added to the redraw no matter the number of points awarded from the heat finish. Twenty-two (22) drivers will qualify for A-Main unless a total of 23 or 24 cars are signed in. In the case of a field of more than twenty-four (24) cars, twenty-two (22) cars will qualify for the A-Main with two additional spots will be available for buy-in provisional. Some events may have unique totals. Cars that qualify for the A-Main will use passing points and lock-in for qualification. In a three heat format 6 cars lock in, four heat format 5 cars lock in, in a five heat format 4 cars lock in, and in a six heat format 3 cars lock in. Passing points are used for Redraw, Dash and the A-Main line up and if coming out of the B-Main. **Note:** The A-Main winner from the last full points race can start no better than the last redraw car if they qualify for the redraw or as described in the drivers meeting in the next point paying event they participate in.
  3. Dash:
    - i. When possible, the “Four Laps of Fame” Dash will be run to scramble positions 9-14. Drivers’ 9th-14th in passing points will start straight-up in the four-lap event, with the finishing position determining their A-Main starting spot. This race will pay all starters. Note: If a heat winner is added to the redraw the Dash will be run less the number of added cars to the redraw.
  4. B-Main:
    - i. If required, a B-Main(s) will be run to fill out the balance of the A-Main field. Race will be lined up based on passing points from qualified cars on back. Drivers that finish in transferring spots will use their passing points total to set their position for A-Main.
  5. Passing Points:
    - i. Any driver failing to draw for heat races, starting in incorrect spot, or failing to pack racing surface (when requested) will not receive passing points, but only points accumulated through their finishing position in their heat race. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be figured on the actual starting position on the final parade lap coming to the initial green flag.

## Passing Point Table:

		Start											
		1	2	3	4	5	6	7	8	9	10	11	12
Finish	1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
	2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
	3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
	4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
	5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
	6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
	7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
	8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
	9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
	10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
	11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
	12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

## 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.
  - i. The roll cage must be a four-post design. No dirt champ cars, no midgets.
  - ii. Wheel base no less than 86” and no more than 90”
  - iii. No elliptical tubing used on or as part of the main frame structure.
  - iv. The following measurements are minimum:
    1. Top rails - 1 1/2 X .095
    2. Bottom rails - 1 3/8 X .095 or 1 1/2 X .083
    3. Roll cage uprights - 1 3/8 X .083
    4. Roll cage to cross member - 1 1/2 X .095
    5. Upper rails - 1 3/8 X .083
  - v. Rear end safety bar - 1 X .083 or 1 1/4 X .065
  - vi. Brace - 1 1/4 X .065
  - vii. Top Rail Support Safety Bars, (WoO / ASCoC) style are highly recommended.
2. Suspension/Configuration: Conventional sprint car suspensions only will be acceptable. ie Right side Jacob’s ladder/W link or pan hard bar. No anti roll bars or additional weight transfer bars or coils.

### Acceptable Configurations:

1. 4 torsion bars with four shocks
  2. 2 torsion bars with 2 coil springs and four shock
  3. 4 coil springs with four shocks.
3. Weight rule: 1550lbs. after the feature, no allowances, no exceptions.
    - i. 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.
    - ii. All cars must report directly to the scales whether the CRSA scales or the track scales.
    - iii. Driver must remain in car until it has been weighed.

- iv. If a car does not go directly to the scales, it will be disqualified.
  - v. 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.
  - vi. 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.
4. **Ballast weight:** 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 subject to an immediate disqualification. Unacceptable mounting includes cable ties, hose clamps, safety wire and/or bungee cords. Weight cannot be mount 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. Any ballast must be securely bolted, and located between the front motor plate and up to 12" behind rear motor plate.
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. A six point fuel tank mounting is recommended.
6. **Tire Rule:**
  - i. The **ONLY** tire allowed on the Right Rear will be the Hoosier 38223 HTC Medium 1 Stamped Spec tire. The left rear and both front tires are to be Hoosier Sprint Tires with the compound optional.
  - ii. At certain scheduled challenge events the RaceSaver® plated Right Rear tire will be an allowed alternative. This will be announced in writing prior to an event.
  - iii. There is no tire prep allowed to include wrapping of tires. No washing or prepping tires with any solvent or degreaser-based liquids to include Simple Green, Purple Power, ect.
  - iv. Tire Sipping, grooving and **DRY** grinding will be allowed.
  - v. Tire samples will be collected at random from the top 6 A-Main finishers as well as another car chosen at random from the A-Main. The samples will be sent to a lab at the discretion of the Series Owner or Race Director for testing. Any Competitor that attempts to and/or is found to be using tires that are found to be illegal in any manner or does not meet the Hoosier benchmark will be disqualified and the competitor will be suspended from competing in any CRSA sanctioned event remaining in the season (See Section J).
7. **Wing Rule:**
  - i. 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 inch max. x 72 inch max. 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 will be allowed.*

- ii. 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.
  - iii. 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 Fiberglass, Kevlar or composite seats allowed. Seat must be mounted with a minimum of 4 3/8" bolts.
  10. Brakes: Steel Stainless Steel or Aluminum only, NO TITANIUM ROTORS. NO CARBON GRAPHITE ROTORS. Inboard and left front brake mandatory. Left Rear or Right Rear brakes are optional.
  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. It is highly recommended that wheel covers have a minimum of 5 mounting points. However, both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: Wheel covers having a minimum of 5 attachment points may use Steel Dzus fasteners. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16", flanged steel or titanium bolt and an approved fastening (nut assembly) system. Optional fastening systems that are equal to or superior to the above-approved system will be reviewed for use at the sole discretion of CRSA Technical Officials.
  12. Mufflers: Mufflers are optional unless required by the track promoter. Some tracks may specify a certain muffler to meet sound ordinances. Loss of a muffler, if required by a specific track, will result in disqualification. (Muffler Inserts are acceptable)

13. Headers: Headers must be a minimum of .045 material. No titanium headers. Tri CRSA SPRINTS headers and merge collectors are optional. 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: Aluminum or Steel only. 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 hoop 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. (Fiberglass, Carbon Fiber or Aluminum are all acceptable materials)
18. Ignition: Magneto or Kettering ignition only. No Electronic Magneto 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, carbon fiber, or fiberglass to separate the engine compartment from the cock pit.
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. (Fiberglass, Carbon Fiber or Aluminum)
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. Hoods shall not exceed down tubes by more than 1" in width. (Fiberglass, Carbon Fiber or Aluminum)
23. Front Axles: Must be one-piece steel, no titanium axles- minimum size, 2-3/8" 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 Chrome moly tubing. No aluminum front axles.
24. Drag Link: Drag link must utilize an approved tether fastened to the frame.
25. Fuel: Pure methanol. No fuel additives, no Top-Lube, no nitro propane, no propylene oxide, no nitro methane, no fuel oxygenating compounds. 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 by dated year. SFI Full face helmet not older than 10 years, 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. Fire Suppression System will be recommended and World of Outlaw Safety Bars are 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 an One- Way Radio set at the official CRSA frequency.
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 Screens are strongly recommended.
33. No Mirrors

## H. Engine Rules

**NOTE: 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.**

**CRSA follows the National RaceSaver® 305 Spec Engine rules**

1. Blocks must be GM 305 V8's with the following approved casting numbers in place: 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: P/N. 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.
2. 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.
3. Maximum CI 315.9 No Tolerance. Stroke 3.480 (+/- .020.) Maximum bore 3.801. If 3.5" stroke, max bore is 3.790 Bore: Plain cast iron. Sleeves will be permitted for repair only.
4. Flat top pistons with valve reliefs, pistons cannot protrude from cylinder bore.

5. 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. 5.7" steel rods, min. rod journal dia. 2.100 - .030. 1" oil pan inspection hole required. Pan may be removed for inspection.
6. 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.
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 a straight wound spring with a flat damper, that conforms to the specifications will be permitted. PSI @ seat 90-120#, @.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. Wet sump, internal pump only, no crankcase vacuum systems.
12. Only vented, wet sump, in pan, oil systems will be permitted.
13. Roller rockers allowed. 3/8-inch stud mount rockers only. NO shaft systems.
14. Absolute max valve lift: (.510 int, .535 exh) measured at zero lash at the valve retainer. Only standard size & configuration, 7 degree retainers and keepers will be permitted
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. Electronic tachs are allowed as a courtesy only and may be required to be removed if altered from original 2 wire configuration
21. 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 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 RaceSaver® Spec head.

22. Compression Ratio: 10.25 to 1 will be the maximum allowable compression ratio. The compression ration 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

### **I. Competition Objectives**

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

### **J. Sportsmanship, Penalties and Fines**

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 their castle, therefore please stay out of another racers pit area, especially after you have been involved in an incident with that racer.

We expect our members to conduct themselves in a professional manner at all times during any event and/or when representing the series. The Driver (regardless of age) is solely responsible for the conduct of themselves and/or team members and/or anyone connected to or affiliated with that team regardless of their age or membership status with CRSA including, the owner(s), crew chief, crew members, parents, sponsor and any other member associated with your team. Additionally, each individual is responsible for themselves and subject to a separate penalty if deemed necessary by CRSA Sprints Supervisory Officials.

### **General Enforcement**

1. Any member and/or participant that attempts to and/or does physically abuse any event official (including hosting tack officials) to include pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc., will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
2. Any member and/or participant that verbally abuses any event official (including hosing track officials) will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
3. Unsportsmanlike conduct or participating in any action or activity considered detrimental to Sprint Car Racing and/or the CRSA Sprints, and/or a CRSA Sprins sanctioned track, and/or any track the CRSA Sprints compete at on social media, by drivers, owners, sponsors and/or pit crews shall be grounds for disqualification and/or punitive action by the CRSA Sprints.

4. Any member and/or participant that goes into another competitor's pit area and/or to another competitor's car and becomes involved in any type of altercation will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
5. Any member and/or participant involved in an altercation that results in any physical contact will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
6. Any member and/or participant who drives or causes to be driven: a race car, pit mule, ATV, 4-Wheeler, personal vehicle or transporter in a dangerous and aggressive manner will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
7. Any member and/or participant who goes out onto the racing surface without permission under a controlled period will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
8. Any member and/or participant that attempts to push and/or start their racecar from the wrong area and/or does not stop in the designated area as to cause undue confusion and/or delay will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
9. Any member and/or participant who fails to stop for and/or allow post-race inspection will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
10. Any member and/or participant that attempts to drive roughly and/or hits another competitor unnecessarily will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
11. Any driver that exits the race vehicle on the race surface without permission under a controlled period will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Officials.
12. Any member and/or participant who ignores a flag or official signal will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
13. Unless instructed to do otherwise the top three (3) finishers from the A-Main, after being weighed, must proceed directly to victory lane. Failure to do so will result in penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials. Extenuating circumstances may be considered.
14. Drivers who have qualified for Dash Draws, and/or Redraw Ceremonies, must attend as directed and participate. Failure to attend will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials. Extenuating circumstances may be considered.
15. Any member and/or participant that violates any technical rule as presented within the rulebook and/or issued in a written bulletin will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
16. Any member and/or participant that attempts to use illegal fuel will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.
17. Any member and/or participant that attempts to or uses an illegal engine will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials.

All fines may be collected from prize money on the day of the infraction. If the competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another sanctioned event.

In an effort to enforce our beliefs in the good sportsmanship policy the CRSA Sprints has set the following system of penalties and may assess one or more of the following as a result of a rules violation or infraction:

1. Threatening, obscene gestures or foul language aimed at any official, competitor, or host track, including online and/or social media posts: \$100 USD - \$500 USD.
2. Rough Riding / Reckless Driving: \$100 USD - \$500 USD.
3. Fighting in the pits or on the track: \$200 USD - \$2000 USD.
4. Physical Contact with a CRSA official/host track official/competitor: \$200 USD - \$2000 USD.
5. Speeding and or dangerous operation of a vehicle in the pit area: \$100 USD - \$500 USD.
6. Disqualification and/or probation and/or suspension and/or loss of points may be additional penalties levied.

Suspension and/or probation will be for a specific number of CRSA sanctioned events. Rainouts will not count as a missed event. Fines, disqualifications, probation and suspensions are at the discretion of the CRSA Sprints Supervisory 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 Sprints.

### **Engine Penalties**

In the event of any illegal internal modification to any engine, and/or tampering of any manufacturer and/or CRSA or RaceSaver® seal will result in the following penalties. The penalty including fine and suspension may include the driver, crew chief, the car and car owner as stated in the penalty notice:

1. Suspension for the balance of the year or a determined amount of racing events and;
2. Loss of all earnings for the race night, including but not limited to race night points, all monies won for the night and bonuses and;
3. Any cost incurred for verification (if a tech inspector or the CRSA Race Director asks for said motor to be pulled for verification a written form must be signed by the race team being checked, failure to do so will result in immediate disqualification.)
4. Failure to agree to allow the engine to be inspected by the CRSA Technical Inspector will result in an admission of guilt and incur a fine of all monies won for the event and/or other fines as determined by CRSA Sprints Supervisory Officials.

In the event of an engine infraction such as illegal valve spring compression, or a lift infraction the following penalties will be assessed:

1. First infraction: loss of all points, monies and bonuses won for that event, and probation for the next six (6) CRSA Sprints sanctioned events/weeks.
2. Second infraction: loss of all points, monies and bonuses won for that event, suspension from all CRSA Sprints sanctioned events for three (3) weeks/events and probation for the balance of the year.
3. Third infraction: loss of all points, monies and bonuses won for that event, suspension from all CRSA Sprints sanctioned events for the balance of the year.

All other engine infraction penalties will be at the discretion of CRSA Sprints Supervisory Officials.

## **Tire Penalties**

Any member that attempts and/or is found to be using tires that are found to be illegal in any manner will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by CRSA Sprints Supervisory Officials. The minimum penalty for any tire that does not meet the benchmark will be as follows. The penalty including fine and suspension may include the driver, crew chief, the car and car owner as stated in the penalty notice:

1. Disqualification from the event and;
2. Loss of all earnings for the race night including but not limited to race night points, all monies won for the night, including any bonuses and;
3. Suspension from competition in any CRSA Sprints sanctioned event for the balance of the season and;
4. Any cost incurred for testing; and
5. Failure to surrender the engine will result in an admission of guilt and incur a fine of all monies won for the event and/or other fines as determined by CRSA Sprints Supervisory Officials.

## **K. Protests**

1. All protests must be turned into the CRSA Race Director within fifteen (15) minutes of the checkered flag and/or conclusion of the race.
2. The protest fee (cash or check) must be paid at the time of the protest.
3. Only the car owner or driver of the car may submit an official protest.
4. Any refusal of inspection and/or non-compliance during an official protest will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Series Management and/or CRSA Series Owner(s).
5. If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee. Lab and machine shop fees incurred shall be paid by the person filing the protest.
6. If the car protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the filing fee. Lab and machine shop fees incurred will be paid as part of the penalty.
7. Any altercation relating to an incident with Officials and/or any other racing participants regarding the protest by the team filing the protest will nullify the objection.
8. PROTESTING FEES:
  - i. Engine teardown: One thousand USD (\$1,000) plus one hundred USD filing fee (\$100), which will be held by the CRSA Race Director until said engine is inspected. Specific Rule Inspection Required
  - ii. Fuel test including chemical analysis: Five Hundred USD (\$500) and a Fifty USD (\$50) Filing fee.
  - iii. All other technical protests: Five Hundred USD (\$500) and a Fifty USD (\$50) filing fee.
  - iv. Tire Protests: Three hundred USD (\$300) plus a fifty UDS (\$50) filing fee. One Hundred Fifty USD (\$150) will be returned to the winner of the protest and One Hundred Fifty USD (\$150) will be used as lab and shipping fees.
9. TIRE PROTESTS: Tire protests may involve any tire. The fee will be \$300 per tire. The protest will require the confiscation of the tire(s) protested. The tire(s) involved in the protest will be shipped by CRSA Management to the authorized laboratory for benchmark testing. The determination of the facility will be final and non-appealable
10. The CRSA Race Director or Series Owner reserves the right to accept or deny any protest based on their sole discretion. Grudge protests and/or any protest that are not in the spirit of good standing will be denied

L. Figures

Figure 1

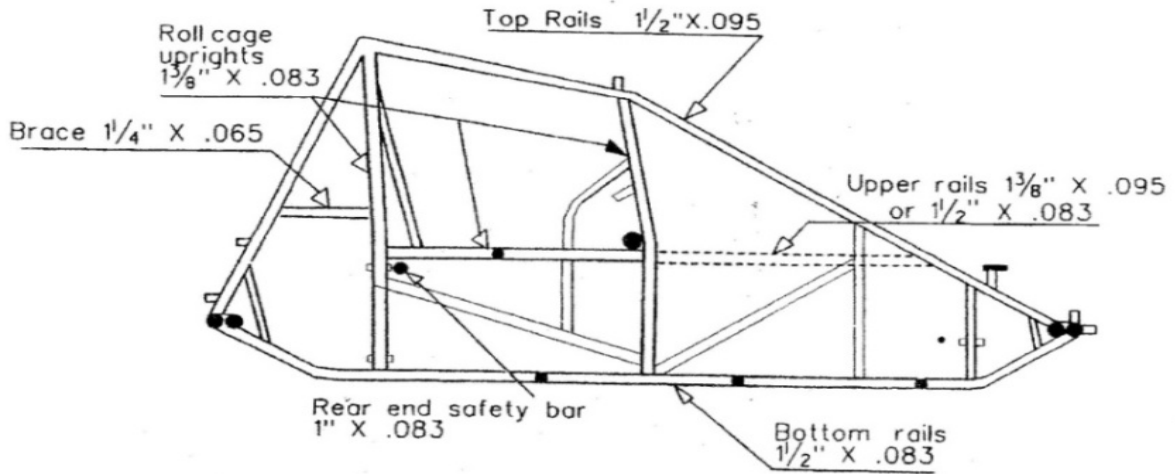
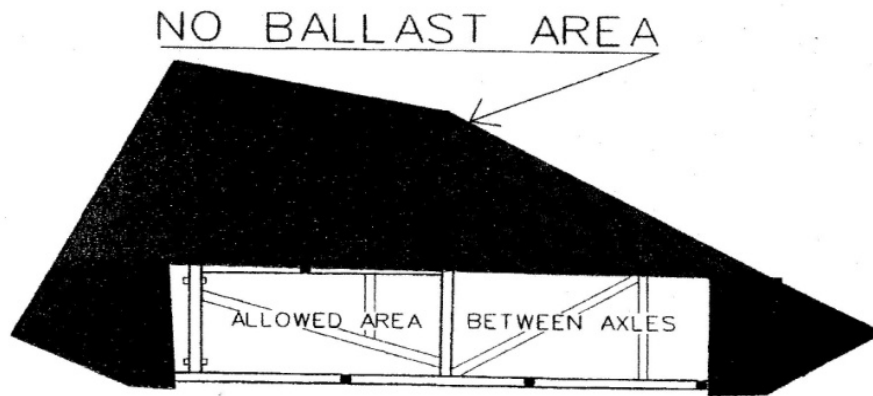


Figure 2



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

Figure 3

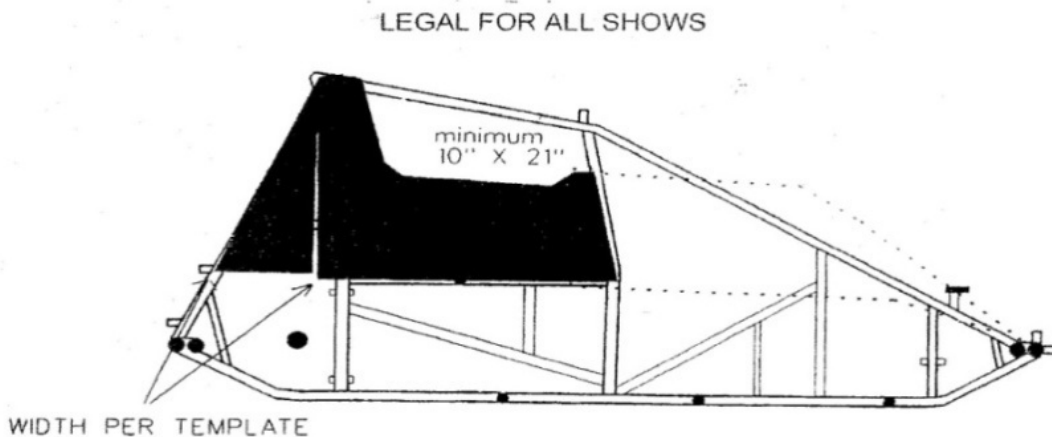


Figure 4

### TOP WING SPECIFICATIONS

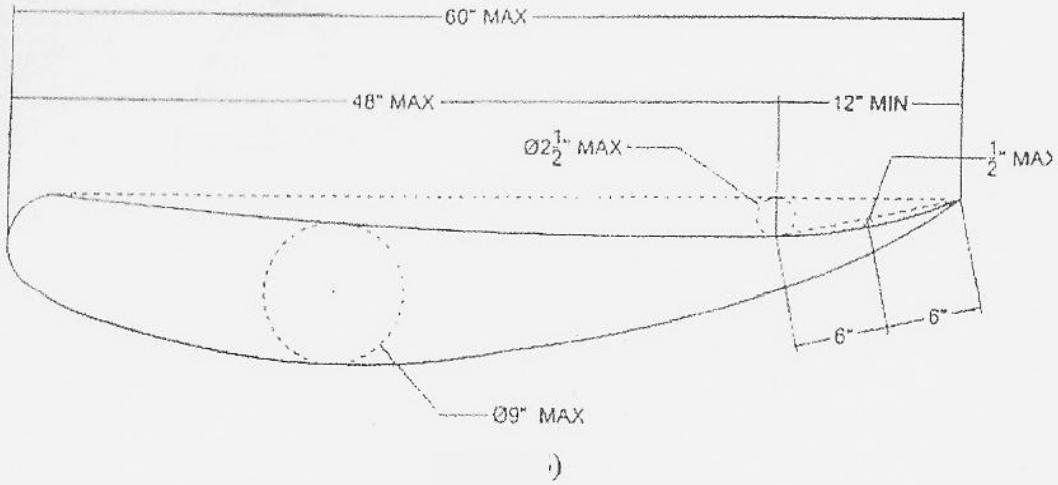


Figure 5

### FRONT WING SPECIFICATIONS

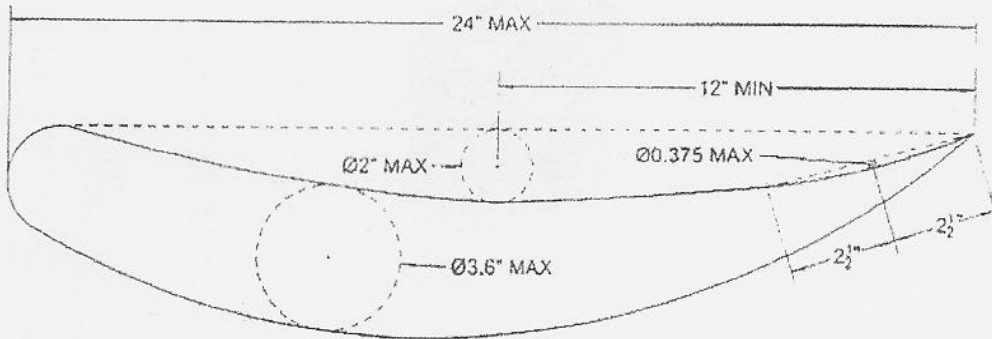


Figure 6

### TOP FLAT WING SPECIFICATIONS

