



2024 General Rules and Specifications

United Rebel Sprint Series (IMCA RaceSaver)

Last Update:

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1. Inspection Procedures and Legality

- A. Officials may, at their discretion, impound part(s) and/or component(s), engine and/or any other components for competition legality.
- B. URSS is not responsible for any cost incurred as a result of inspection.
- C. Officials may, at their discretion, inspect any car entered for competition in any racing event at any given time.

2. Qualifying

- A. When conditions and circumstances allow, multi-car qualifying may be utilized at the sole discretion of URSS Officials.
- B. Qualifying will consist of two consecutive timed laps unless otherwise noted. Changes to the two-lap qualifying procedure will be at the discretion of series Officials.
- C. Qualifying will take place in the order of the pill draw. Groups of 4 cars, heat race line up based on 8 car heats; The front 2 rows will qualify together and the back rows will qualify together. If series officials deem necessary, group size may be altered when track conditions or size may require. For any car not in lineup at proper time with the assigned group will be allowed time. The late car will take its qualifying at the end of the scheduled lineup and receive only one qualifying lap. The best a late car can qualify is 50% (lower number) + 1 of the overall number of qualifiers in a group no matter what the qualifying time of record is posted. (IE- in a 8 car heat no better starting position than 5th)
- D. Once a car is pushed and/or rolls for time trials, even if it doesn't start, that is considered an attempt to qualify. If the car leaves the track and goes to the pit area or returns to the qualifying line it will be considered late and will only receive one qualifying lap as outlined above.
- E. The cars that are late must be in line before the last scheduled car attempts to qualify. Qualifying will be closed once all cars that are in line have attempted to qualify.
- F. In the event of two or more cars posting the same qualifying times, the tiebreaker will be the fastest other lap time of the two consecutive recorded laps. If this does not break the tie, the tie will be broken by the qualifying pill draw. In the event that one (1) lap qualifying is utilized, the tiebreaker will be the qualifying pill draw.
- G. In the event of inclement weather and/or unforeseen circumstances, it is at the discretion of the URSS Officials to revise the qualifying procedure.

3. Heat Races

- A. The heat race lineups will be determined by the results of qualifying. With the quickest of the combined groups starting fourth. 2nd quick will start in P3. 3rd quick will start P2. 4th quick starts P1. The 5th qualifier will start P5 and remain in their respective positions.
- B. The number of laps in the heat races and the number of cars transferring from the heat race(s) will be announced at the driver's meeting by Series Officials.
- C. There may be a redraw for starting position amongst the top finisher(s) in each heat race. The number of drivers that participate in the redraw will be determined by the number of heat race(s) run during any given event night and will be announced at the driver's meeting.

- D. Any driver transferring from the heat race(s) to the feature race that does not qualify for the redraw will line up for the feature race based upon the driver's finish in the heat race.
- E. Any driver that does not transfer from the heat race(s) to the feature race will be assigned to compete in an LCQ and/or preliminary main.

4. General Rules

Competitors will be required to use and shall supply their own "one-way radio communication" from race officials. The communication from the United Rebel Sprint Series Race Director will aid in the direction of the race, including, but not limited to, safety and resetting the race lineup prior to any restart. (454.000)

5. Electronics, Gauges and Dashes

- A. 2-way communication devices in or attached to the race vehicle or on the driver's person will not be permitted.
- B. Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or the driver's person will not be permitted (including cell phones or smart watches).
- C. Antennas will not be permitted in or attached to the race vehicle or carried by the driver.
- D. All forms of a vehicle position system (GPS) will not be permitted.
- E. Only approved lap timing and or lap time recording devices (transponders) will be permitted.
- F. Gauges to monitor engine conditions are permitted at the discretion of The United Rebel Sprint Series Officials.
- G. All Electric gages whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall.
- H. Electronic Dash Modules will not be allowed
- I. All additional wiring harnesses related to electronic dash modules, or any other type of data acquisition must be completely removed from the race vehicle during an event.
- J. only single channel receiver/one way radio. 2 channel receivers will not be permitted.

6. Tires

A. The tires for URSS sanctioned events will remain the same as 2023 for the 2024 season with the exception of the right rear tire will be marked prior to the heat race and must be ran for the heat and main feature. An alternate tire can be run in a last chance race ("B" feature). If RR tire has an issue, it must be replaced by a like/used tire. If the marked RR is changed in the work area during the heat or feature event it can only be replaced by another used tire. If the tire is changed prior to the main event, with a like/comparable/used tire, it must be brought to the attention of a URSS official and remarked. At anytime as the competition director deems necessary this rule may be lifted for track conditions or safety. This rule does **NOT** apply to the 2024 season races currently scheduled at DCRP 305 Nationals April 5-6, Belleville Nationals August 2-3, and Salt City Speedway July 20th.

7. Safety

A. At any time a red flag is shown and announced on the one way communication radio, you must stop on the racing surface Immediately in a safe manner. It is at the discretion of the race director that if a car is not brought to a stop in an appropriate amount of time and distance, such car will be penalized on the restart of the race to the back of the field. If the same driver has infringed this rule (at any time within the season) a 2nd time, the driver will be disqualified for the remainder of the event. A 3rd infraction will result in suspension from competition at a length determined by a meeting of series officials.

2024 URSS GENERAL RULES

1. These pages contain the Official Rules and Car Specifications for all Sanctioned Events of the United Rebel Sprint Series. The Officials of URSS or their appointed representative shall have final say to resolve any point not covered herein. All decisions made by URSS Officials or their appointed representative are final.
2. All Cars MUST display the Official Decals of major URSS Sponsors; URSS, IMCA, Myers Engine Service, HOOSIER and any other designated Sponsors to be eligible for the Contingency and Point Fund. Cars must display decals on the outside of both side panels of the top wing. Decals shall be provided free of charge by the URSS.
3. All drivers must be Registered with the URSS at a cost of \$100.00 per year (\$75.00 Car - \$25.00 Driver) to participate in any URSS Sanctioned Event . NO EXCEPTIONS. All Drivers must obtain an IMCA License. All URSS Licensed Drivers will be charged a Maximum \$30.00 for Pit Passes at URSS Series shows (Unless Otherwise Stated.)
4. There will be Special Event shows during the year that do not follow these formats. You will be informed of Specific procedures. All racing programs are subject to change. Any such changes will be covered at the Drivers Meeting.
5. URSS Points shall be awarded to Drivers in accordance with the following schedule:

A FEATURE POINTS

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

100 Points will be awarded to all Drivers taking a Green Flag in any Qualifying Race.

No Points will be awarded to all Drivers that Sign In and Draw a Pill and fail to take a Green Flag in any qualifying race. No Provisional starting positions will be awarded in the Feature. Only exception is when the field is 21 or 22 cars and those cars may be tagged onto the back of the Feature.

National Championship

All races minus 2 will count towards the URSS National Championship. If a competitor has run all races, your 2 worst finishes will be dropped. Example: If 20 races are run, 18 will count towards the Championship, if 24 races are run, 22 will count towards the Championship etc.

Tiebreaker Rule

In the case of a tie for the National Champion, the Champion will be determined by the Driver who won the most features. Tiebreaker #2 will be the Driver with the highest point average.

PROGRAM FORMAT FOR THE URSS

1. All Heat Races will be lined up according to Pill Draw. All drivers will pay a \$20.00 Pill Draw fee with all monies going towards the year end Points Fund.

2. Points will be awarded in Heats with Passing Points and finishing position points (see table below for Heat race points system).

Start

Finish	1	2	3	4	5	6	7	8	9	10	11	12
1	100	105	110	115	120	125	130	135	140	145	150	155
2	91.5	93	98	103	108	113	118	123	128	133	138	143
3	83	84.5	86	91	96	101	106	111	116	121	126	131
4	74.5	76	77.5	79	84	89	94	99	104	109	114	119
5	66	67.5	69	70.5	72	77	82	87	92	97	102	107
6	57.5	59	60.5	62	63.5	65	70	75	80	85	90	95
7	49	50.5	52	53.5	55	56.5	58	63	68	73	78	83
8	40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71
9	32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59
10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47
11	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35
12	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23

3. Top 12 in heat race points will automatically transfer to the “A” Feature. The highest point earner will draw a pill 1-5 to determine how many rows will be inverted. Cars qualifying 11th and 12th will start the feature 11th and 12th. Heat race points will be figured on the actual starting position on the final parade lap.

4. Last Chance Race will be lined up "Heads Up" according to Heat Race Points. In the event of no Last Chance Races, the rest of the field will be lined up according to Heat Race Points.

5. The top 8 finishers in Last Chance Race(s) will advance to the “A” Feature and will line up in the order they finished behind the top 12 already transferred.

6. In the event of a tie in Qualifying Points, the Driver who moved up the most positions will be considered the Qualifying Driver. If a tie is still present, the Driver who earned the Points first shall be considered the Qualifying Driver.

7. Any Driver failing to draw for Heat Races or Pack Race Surface (when requested) will not receive Passing Points, but only the Points accumulated through their finishing position in the Heat Race.

8. All cars must be in push off lane or being pushed toward it when the first car is pushed off to start any event. (Heat or Feature) Cars not in the push off lane or at least heading to it will be put in rear of the field.

9. A Car and Driver qualify as a Team. Each Driver can qualify only one car. No Driver may be permitted to change cars after taking the Green Flag of his Qualifying Heat Race. An exception to this rule will be on a two-day race. Drivers may be replaced due to illness or injury by any Driver not already taking a Qualifying Green Flag, but will be placed at the rear of the field.

10. The URSS or their representative will advise Drivers of the make-up of the number of Heat Races, Main Events, field Maximum size and other pertinent at the Drivers Meeting.

11. The lineup posted on the Pit Bulletin Board when cars enter the racing surface for any race shall be the final lineup. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward. The exception being, if 2 cars drop out from the same row prior to the Green Flag.

12. 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. URSS shall be empowered to disqualify or penalize any Driver violating this rule.

13. A White Line or Cone will be placed on the Turn 4 area for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. The Flagman will be instructed not to throw the Green Flag until then. If the Official's judgment the front row car or cars are out of position a Yellow will be displayed. Any further violation will result in the offender to be placed a row back with the car behind the offender being brought to the front row. Any other car not in proper position in Officials judgment will be penalized a minimum of 2 positions plus one position gained over one. This penalty will be imposed on the next Yellow or Red flag. If there is no flag after the penalty then it will be enforced at the end of the race.

14. Any car requiring a second push on start or restart of the race will be placed at rear.

15. On all single file restarts after one lap, the restarts will start at a Cone to be placed on the Front Straightaway. The leader must start race at or near the Cone and all cars must go outside of cone in the proper aligned order. Leader must set a consistent pace.

Any car going inside of, hitting a cone or passing a car prior to going outside cone will be penalized two spots per Car passed. If no Yellow appears before the Checkered Flag, you will be penalized two (2) spots for each position passed at the finish.

16. Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by Officials. A work area will be designated at the Driver's Meeting.

17. Alternates may be taken to fill any vacancies that occur, but only prior the initial Green Flag.

18. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

FLAG PROCEDURES:

YELLOW FLAG:

All cars stopping on a yellow flag will be placed on the rear of the Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow flag. Cars remaining on the racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to the yellow flag. Any car that goes one or more laps down while in the work area or pit area will be out for that event.

Any Driver who works on his car or permits any other person (other than a Track Official) to work on his car on the racing surface, during a yellow flag, shall be penalized to the rear of the field. If a car needs a second push off, after any car have started, he will restart at the rear of that race. Any car that is involved in two yellow flags will be disqualified for that event.

There will be one attempt at a Green-White-Checkered Flag, if another yellow flag appears then the race will be restarted with the Green and White displayed at the same time.

RED FLAG:

Cars that the Red Flag was thrown for and any other cars that change any tire will be placed at the rear of the restarting line-up. All others will get the position they were running in prior to Flag, if ready to join restarting line-up when called provided they went to red flag work area. It shall be the decision of the Flagman and URSS Officials as to what cars the flag were displayed for, and their decision is final. All Restarting line-ups will be single file after one lap with any lapped cars being placed in line-up. Note: Any car changing any tire during a red flag will be placed at the rear also. (Wheel spacers may be changed if monitored by Track Officials.) A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment.

PROTEST FEES (Figures in Parenthesis Are Filing Fees)

1. Motor tear down (heads off) and cylinders inspected: \$500 (\$100)
2. P & G Fuel Test \$500 (\$100)
3. Other Technical Protest (must specify what is to be checked) (\$200) (\$100)

SPORTSMANSHIP - Sprint Car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants - Drivers, Owners, Pit Crew and Officials. For our part, we will make every effort to be consistent with our rules

regardless of whom or what is involved. We will treat all participants with respect and expect similar

treatment in return. A Racer's pit area is his castle - therefore please stay out of other Racer's pit areas,

especially after an incident where you have been involved with that Racer. Drivers - remember you are

responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

RAIN OUTS

In the events a URSS Sanctioned Race is rained out prior to the completion of all Races and Rescheduled for a later date, the Pill Draw fee shall be rain-checked for those who have already paid. At the rescheduled race, all races shall be rerun and all Drivers will redraw for starting positions. In the event none of the races have been run and the event is not rescheduled, Pill Draw fees and pit fees shall be refunded. One lap over half-way through an A Feature & shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled completed, finishing positions will be paid according to the last Officially Scored Lap by the Leader previous to the red flag. Any car or cars red flagged will be put to the rear of the line-up of official finish.

RaceSaver® Sprint Series rules

Please note: All races at DCRP - You will be required to run axle and king pin tethers due to insurance regulations.

Rules are meaningless, if not consistently enforced. RaceSaver® participants should insist on proper rules enforcement. Passionate racers, supporting RaceSaver® principles, are the bedrock of rules enforcement. Preventing racers from spending their last dollar is nearly impossible, but, RaceSaver® rules, nationally proven over 20 years, make it possible for budget racers to be competitive. You can build an engine for less than \$6000 that can compete with engines costing 3 times as much. We have documented proof of RaceSaver® engines producing over 435 hp. using stock rods, crank, and cast pistons. One engine (serial #004) has raced over 10,000 laps in 16 years with the never freshened, original parts. This untouched engine produced 450 horsepower last year before going to the RaceSaver® museum.

Only registered and certified RaceSaver® engines will be allowed to compete. The heads are marked with 2 sets of serial numbers (Brodix & RaceSaver®) and both logos (RaceSaver® & FGRS). These heads are registered with RaceSaver® by their serial number at the time of sale. Registered head serial numbers are in our master head files. Head serial numbers must match our serial number registry to be allowed to compete in RaceSaver® events. RaceSaver® events will require a registration hard card from RaceSaver® in order to compete. The hard card will carry the name, address, head serial numbers, seal serial numbers, and home region. All new engines will be required to obtain a hard card at the time of engine sealing. Existing engines may obtain a hard card by contacting RaceSaver®.

All engines must be sealed with RaceSaver® serial numbered seals before they are permitted to compete. RaceSaver® personnel certified to seal engines are available throughout the country. The bolts must be drilled for sealing wire on: 2 adjacent cylinder head bolts on each head, 2 intake bolts, and 2 timing cover bolts. All logo and trademark stamps must be intact at time of inspection. Detailed information on sealing procedures are available by contacting RaceSaver®.

RaceSaver® maintains comprehensive documentation on RaceSaver® heads and sealed engines. This includes the history of registration, tech inspections, and repairs. The documentation and hard card program enables consistent application of the rules nationwide. A valid hard card will facilitate identification of RaceSaver® sealed engines and speed up track tech inspection. Pertinent tech information is available to our tech inspectors to assist them in maintaining RaceSaver® rules. RaceSaver® heads are available directly from RaceSaver® and our authorized dealers. RaceSaver® keeps 24 pair of heads ready to ship in stock at all times.

For Detailed Information on rules, or to order heads: RaceSaver®

Call: RaceSaver® Sprint Series @ 540-923-4541 540-923-4543 cell 540-229-1828

Web sites: www.racesaver.com or www.frenchgrimes.com

Disclaimers: These rules are offered on an advisory basis only. Suitability of use must be determined by the user. The rules and/or policies set forth herein are designed to provide for the orderly conduct of racing events. These rules shall govern the conduct of all events and by participating in these events, all participants are deemed to have complied with these rules or policies.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM USE OF THESE RULES.

The RACESAVER® Sprint Series is comprised of all volunteer, uncompensated officials who may not be held accountable for any actions taken by participants, host race tracks or their safety crews. By participating in said race events, all participants acknowledge that: Racing is a dangerous sport that could result in injury or death to a participant, spectator or official, and the suitability of the track, race conditions, and safety considerations is solely their responsibility.

Objectives:

This is recreational racing. Safety and cost containment are our objectives. Respect, for competitors, fans, and promoters, is fundamental to our success. Racers and crews are reminded that we are guests of the race tracks. We should be respectful of our hosts decisions and procedures. We should all leave our pit area trash free. All teams should carry containers to remove their trash and any waste fluids.

Safety Recommendations: In order to facilitate rapid response, Fire extinguishers should be readily available. A teams support personnel on a four wheeler should wear a fire suit, gloves, and a helmet. Four wheelers should have fire extinguishers mounted on them. Water based foam systems will help pull heat away from driver in a fire. Firefighting efforts should concentrate on suppressing the fire on the driver and removing him first. Tracks should be made aware that methanol burns without much visible flame. As a precaution, anytime there is a significant crash, fire apparatus should respond, even if there is no apparent fire. Safety awareness is everyone's responsibility and this should be stressed at each drivers meeting. In support of our emphasis on safe recreational racing; specific safety protocols must be followed by all regions. These procedures need to be integrated with host race tracks. Events have demonstrated that our safety protocols should be observed, and must take precedence over track procedures that could possibly be less effective.

- 1: All new prospective RaceSaver® drivers will be interviewed by their regional director and/or their advisory board before being allowed to compete.
- 2: Drivers new to sprint cars must demonstrate their understanding and ability to properly start and stop the car safely before they are permitted to compete.
- 3: Cars are not permitted to be started or moved under their own power in an active pit area.

- 4: A driver must wear all safety gear, including helmet, and must be fully strapped in, before being permitted to start the car.
- 5: Cars may only be started in one of 2 places: A: On the race track. B: In a specifically designated starting area. Such an area must be reserved for the car being started and the push vehicle; and not accessible to the active pits.
- 6: Upon exiting either the racetrack or designated starting area the car must be placed in neutral. Cars will be moved back to their pit area by push vehicles.
- 7: On board fire suppression systems are strongly recommended, as are fire extinguishers racing in each tow and push vehicle.
- 8: Injuries can happen even when cars are not running. In the event the facilities ambulance and EMTs do not arrive at the same time as the pits open, participants must be aware there is no safety net for any injuries until they arrive.

Engine Rules:

- 1: 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.
- 2: Ballast weight will not be permitted in cars that utilize a lightened block.
- 3: A maximum of 315.9 cubic inches will be permitted (+/-0.0). Stroke 3.480" (+/-0.020) Max bore 3.801. If 3.5" stroke, max bore is 3.790 Bore: Plain cast iron. Sleeves will be permitted for repair only.
- 4: Only flat top pistons with valve reliefs will be permitted. Pistons may not protrude from cylinder bore.
- 5: Only an iron or steel crankshaft, with a minimum weight of 48 lbs. will be permitted, (-1%). 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.
- 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: Only chain cam drives will be permitted. Variable cam timing will not be permitted.
- 8: Only plain hub or SFI approved damper will be permitted. The water pump must remain in the stock location.
- 9: Only solid .842 diameter ferrous metal flat tappets will be permitted.
- 10: Only a cast iron cam, with a firing order of (18436572) will be permitted.
- 11: 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.
- 12: Only vented, wet sump, in pan, oil systems will be permitted.
- 13: Only rockers centered on, & retained by the 3/8" rocker studs will be permitted.
- 14: The maximum valve lift permitted is: (.510" int. .535" exh.) @ zero lash @ valve retainer. Only standard size & configuration, 7 degree retainers and keepers will be permitted.
- 15: Stud girdles, rev kits, or valve train stabilizers, will not be permitted:

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

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

18: 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.

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

20: An additional 100 lbs. penalty will be added to the minimum car weight for use of any electronics, including but not limited to: ignition, ECU's and/or active driver aids.

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.

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 recertified. If any spec head is found to be modified; it must be replaced with a certified spec head.

23. Repairs: In the event a cylinder head needs to be repaired, a repair authorization must be obtained by contacting RACESAVER® at 540-923-4541 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 re-teched before returning to RaceSaver® events.

Complete rules Web site: www.racesaver.com For Information on Sanctioning requirements, rules clarification, or to order call: RaceSaver® Sprint Series @ 540-923-4541 540-923-4543 Cell 540-229-1828 Web site:www.racesaver.com

Car Rules:

- 1: Sprint car appearance. The minimum wheelbase is 80"- inches with a maximum of 95"- inches.
 - 2: 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. Any ballast must be securely bolted, and located between the front motor plate to 12" behind rear motor plate. Ballast will not be permitted when using a lightened engine block.
 - 3: Ballast will not be permitted in the rear bumpers and rub rails, which must be steel, with a maximum wall thickness of .095
 - 4: A right rear bead lock is required. At the request of our insurance, all mud plugs must be the foam type, or securely bolted mud cover. Outer mounting tabs must be integral to the wheel or bead lock or be securely welded to the wheel. If you have any questions on this please call Roger at RaceSaver(R) Bleeders will not be permitted. The right rear tire will be a Hoosier RaceSaver® plated tire, priced at \$171.97 through Hoosier dealers. Any left rear tire with a minimum 35 durometer will be permitted.
 - 5: 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'-3"-feet x 3'-3"-feet with the leading edge no more than 6"- inches ahead of front tires.
 - 6: Cockpit adjustable weight jacks, shocks, or wings will not be permitted. Additional reservoir shocks (internal or external) will not be permitted.
 - 7: 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.
 - 8: 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 drag link retaining strap is required.
 - 9: 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.
 - 10: Only pure methanol is allowed. Additives of any type will not be permitted. Fuel is subject to chemical analysis.
 - 11: Safety requirements: SFI approved helmet, 5 point harness, fire suit, gloves, roll bar padding, shoes, arm restraints. Hans® type device strongly recommended.
- Procedures: Participation is by invitation. 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. Penalty Procedures Stages pertaining to all incidents, excluding technical incidents:
- Stage 1: If the first incident is minor, a meeting will be held between the driver(s) involved. This meeting will include only the driver(s) and the official responsible for rule enforcement.
- Stage 2: Should a second incident occur; or if the first incident is significant, the driver (s) involved will be advised of the penalties. The driver (s) deemed responsible may be required to

start at the rear of the field for 2 weeks. The driver (s) will also be on probation for these 2 weeks.

Stage 3: Should a third incident occur; a letter will be sent to the driver (s) involved advising them of the length of suspension. Any member of a team who goes to another competitor's pit or car, or race directors, or track officials; and engages in any verbal or physical confrontation on ,or off, the track; may subject that team to immediate suspension.

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.

Disclaimers: These rules are offered on an advisory basis only. Suitability of use must be determined by the user. The rules and/or policies 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 or policies.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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. The race advisor shall be empowered to permit minor deviation from any of the specifications herein imposed and further restrictions that in his opinion do not alter minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. The RACESAVER® Sprint Series is comprised of all volunteer, uncompensated officials who cannot be held responsible for any actions taken by participants, host race tracks or their safety crews. By participating in said race events, all participants acknowledge that: Racing is a dangerous sport that could result in injury or death to a participant, spectator or official, and the suitability of the track, race conditions, and safety considerations is solely their responsibility. Signor accepts full responsibility for themselves, and their crew. Signor agrees to hold harmless, RaceSaver® , French Grimes and RaceSaver® officials from any actions, decisions, and duties.
