RaceSaver® Sprint Series 2027 rules

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 26 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. As a program, we are continuing to try and improve our sport by testing items that will keep racers competitive and not break the bank.

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 in between spark plugs on each head, 2 intake bolts on both sides of a 3 piece

injection, 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® or Speedway Motors.

For Detailed Information on rules, or to order heads: call: RaceSaver® Sprint Series @ cell 402-639-4722

Web sites: www.racesaver.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 Requirements: Rules apply at all times car is on track. Snell-rated SA2020 or SA2025 helmet required. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. All minors must use an SFI-approved head and neck restraint. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear. Minimum two inch wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. IMCA members competing in the RaceSaver Sprint Car division must be at least 14 years of age before purchasing a license or competing in any event. RaceSaver drivers must be at least 16 years old to compete on a half-mile or larger track.

LINE-UP PROCEDURES FOR WEEKLY TRACKS:

1. First night, all drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.

2. For all future track points nights scheduled for the season, heats are lined up by driver's three-event IMCA point average, stagger inverted, lowest point average to front, highest point average to rear. Point averages are figured by driver's average IMCA points earned in driver's three most recent appearances in weekly points events at the track. New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up at discretion of officials.

3. "B" mains are lined up straight up from heats with highest finishers to front.

4. When one heat is run, top five qualifiers will be inverted for feature lineup according to three-event IMCA point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to three-event IMCA point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to three-event IMCA point average. IMCA and promoter reserve the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of "A" feature is lined up straight up from heats and/or "B" features.

5. A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.

6. Driver does not lose point average for missing any race nights. Once driver establishes a point average, the driver maintains a point average for remainder of the season.

7. There are no double feature nights allowed, excluding rainout make-up features. A program is not considered a rainout unless qualifying races have been completed. If feature is rained out and will not be run at later date, all drivers are to be awarded last place points.

8. Track option to line up season championships straight up by total points.

9. Other than opening night, track may have additional programs where a draw-redraw system may be used for line-ups. Track may hold one draw/ redraw program for every four weekly track points events scheduled for the season. Non-track point events are excluded. Must be requested in writing and approved by IMCA prior to race.

LINE-UP PROCEDURES FOR RACESAVER REGIONAL SERIES:

1. All drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.

2. "B" mains are lined up straight up from heats with highest finishers to front.

3. There are no double feature nights allowed, excluding rainout make-up features. A program is not considered a rainout unless qualifying races have been completed. If feature is rained out and will not be run at later date, all drivers are to be awarded last place points.

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. 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. Also read car rule #3 to clarify what may constitute ballast.

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

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 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.

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 to atmosphere, no pan evacuation systems. Wet sump, pump in pan only.

13: Only rockers centered on and 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", Intake 1.94" .008 stem undercut. Exhaust 1.60", 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 (anything requiring a battery), including but not limited to: ignition, ECU's and/or active driver aids. See penalties section for consequences of the use of driver aids. Electronic tachs are allowed as a courtesy only and may be required to be removed if altered from original 2 wire configuration.

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 re-certified. 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 402-639-4722 before attempting repairs. After repair, the cylinder heads, completely assembled with all valves, spring, retainers, studs and guides, must sent to RACESAVER® for re-certification and

registration. Recertified heads will be stamped with RACESAVER® & FGRS logos. The spirit and intent of RACESAVER® Engine Rules shall prevail.

Any attempt to circumvent the rules may result in confiscation of suspect parts, and other significant penalties. RACESAVER ® determins 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 website: www.racesaver.com

For information on sanctioning requirements, rules clarification, or to order call: RaceSaver® Sprint Series @ Cell 402-639-4722 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 fully operational fire suppression system. Cars without a fire suppression system must weigh 1575 lbs. Starting weight must allow for fuel burn off.

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

4: A right rear bead lock is required. Wheel covers or mud plugs must be securely fastened with a minimum of (3) 5/16” inch bolts. Bleeders will not be permitted. The right rear tire will be a RaceSaver® plated tire, minimum durometer 45. 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'-feet x 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.

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.

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

Penalties:

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

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

3. Upon inspection, any different, altered or missing RaceSaver seals will result in disqualification, loss of all IMCA points for the season, 30-

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

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

5. Use of non-RaceSaver plated right rear required tire will result in disqualification and a $250 fine. Tires not conforming to the benchmarks provided by RaceSaver will result in $1,000 fine, 30-day suspension and loss of all points for the season; second offense will result in $2,000 fine and 60-day suspension.

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

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

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

9. Any driver intentionally using his/her vehicle in a malicious manner: minimum $250 fine and/or suspension at discretion of officials and IMCA.

10. Physical assault of an IMCA or track official, or promoter. First violation is a fine of no less than $1,000 and/or suspension of driver of no less than 21 days.

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

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

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

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

15. No person, promoter, official, member or other person affiliated with IMCA will be placed under permanent suspension without review by IMCA.

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

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

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.

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