

2021 Sprint Race Series Rules

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Mission:

The mission of the Sprint Race Series (hereafter referred to as SRS) is to provide a safe, fun, affordable and sustainable venue for anyone interested in road racing to compete with almost any type of sporty/sports car. Racing on the 1/2 mile, 4 turn, SRS track will provide close racing with lower speeds and less wear and tear on cars and equipment compared to traditional full size road race series. Since SRS race speeds are usually less than 75mph, exceptions to SCCA/ NASA car preparation rules are noted below. The lower costs associated with "Bracket class" cars and Spec Miata classes will allow more participation in the SRS. Cars from other sanctioning bodies that meet the safety requirements of the SRS are welcomed.

Philosophy:

This SRS is based on the philosophy that all participants have spent large amounts of time and money preparing their cars to race. They want to come out, enjoy their cars and the racing, and go home with them and their car undamaged. They want to return to their families and work to race another day. They, and we, do not want to increase the risk of bodily harm or vehicle damage by reckless or overly aggressive competitors, who are not afraid to damage their own car or the cars of others. By setting the Series up in this manner, we hope to make it sustainable, where you can come out and race at your level and continue to race for many years. Competitors can have a safe and sustainable venue for road racing where contact on the track is rare and heavily penalized. Racing and competition is encouraged, but a philosophy of co-existence on the track should prevail.

Disclaimer:

These rules are designed to provide for the orderly conduct of racing events sanctioned by the SRS and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events at all venues. By participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation from these rules is left to the discretion of the officials. Their decision is final.

Racing of any form is dangerous and all competitors/participants assume all risks associated with the racing and related activities. While these rules serve to run an orderly event, it cannot be assumed that participation in this type of event carries no risks. These rules are intended as a guide for the conduct for this sport and are in no way a guarantee against injury or death to a participant, spectator, or others.

Common sense should be used when interpreting these rules. No set of rules is able to cover every single situation. It is the driver's/builder's/crew's responsibility to interpret these rules in a manner which ensures conformity to the intent of the rule. If, at any time, someone should require a rule clarification, they should contact the series organizers, race committee or other appropriate official. If SRS officials deem that something is illegal or not permissible, it shall be illegal and not permissible.

Penalties:

Any driver that appears to be driving recklessly, with little regard for the safety of others, shall be warned. If, after acknowledging receipt of the warning, the driver continues to operate the car in an unsafe manner, they will be instructed to drive to the pits, thereby ending their session. Very unsafe driving will be sufficient cause for drivers to be immediately excluded from further racing and such drivers may forfeit any entry fee paid.

Penalty for Damage or Bad Conduct by Drivers - The 13/13 Rule

Anyone found to be at fault for causing damage to another car, while either on the track or in the pits during the event, will be placed on probation under the 13/13 Rule and immediately disqualified from further competition on that day. If during the 13-month period following the issuance of the 13/13 probation, the driver is found at fault for another infraction under this rule, the driver will be suspended from participating for 13 months. If a person returns after being suspended for 13 months and causes another incident, they may be refused entry in all future SRS events at the discretion of the Chief Steward.

(Often, "fault" in a racing accident is shared because neither driver drove to avoid the incident nor allowed sufficient road to the other driver. Drivers are expected that one may have to alter their line to prevent contact and/or damage. Also, there are no set criteria to determine what constitutes a "pass". Each situation will be evaluated upon its own merits, and fault assigned accordingly.)

Cheating

Any instance of cheating shall result in an immediate imposition of the 13/13 Rule.

Race Committee:

The Race Committee shall be comprised of:

- Race Director
- Chief Steward
- Chief Corner Marshall
- A licensed driver to be chosen by consensus of the Race Director, Chief Steward and Chief Corner Marshall
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At the SRS, the responsibility for conduct goes to the Race Committee for review; the race committee has authority to reduce racing privileges. In incidents involving car to car contact, the Race Committee will determine any drivers at fault and such drivers will be placed in the 13/13 Probation. Statements will be taken from drivers involved, corner workers, and, time permitting, other drivers observing the actual incident before a judgment is reached. After a final decision, there is no appeal process.

Vehicle Eligibility:

Cars must have a wheel base of less than 115" and must be manufactured by a recognized auto manufacturer. There is no age restriction on eligible cars. Lighter and smaller wheel base cars will have an advantage on the 1/2 mile track due to superior handling.

All vehicles must conform to the following preparation/safety sections of the latest NASA CCR or SCCA GCR (can be found online at www.nasapracing.com/rules/ccr.pdf).

Specific exceptions to these rules are noted below. These rules are a minimum; you may prepare your car to exceed these rules.

- Section 15 – Required Safety Equipment - All sections. **SRS cars should be compliant with SCCA Improved Touring and/or NASA Touring safety rules and requirements with the following exceptions. SRS requires a minimum of a 6 point roll over protection(Main hoop with diagonal bar, 2 rear supports and two door bars going forward to protect the driver) that complies with SCCA GCR and/or NASA CCR fabrication specification requirements.** A minimum of a single driver and passenger door bar per SCCA/NASA requirements are required. While a tubular halo bar and A pillar bars (forming a complete cage) are recommended, they are not are not mandatory for SRS. **Example of 6 pt roll bar with door bar protection in image below.** (Your roll bar may differ from this image based on car dimensions but must contain the same design elements i.e. Main hoop,diagonal bar in same plane as hoop above drivers head, door bars, rear bar supports, metal floor pad supports.
- Stock Gas tank or fuel cell complying with SCCA/NASA may be used.



- Section 16 – Vehicle Safety Inspection - All sections.

Note – Section 15.17.8 regarding head restraints shall not be enforced. **Approved neck collars are mandatory.**

Exceptions (these rules shall NOT apply to the SRS):

- Section 15.6.2 – Intent – You may utilize the roll cage as a chassis stiffening device.
- Section 15.6.12 – Door Bars / Side Impact Protection – SRS requires at least 2 door bars. 1 on driver side, 1 on pass side. Any and all removal of inner door materials is permitted. must be installed per SCCA/NASA requirements.
- Section 15.6.13 – Mounting Points – Bars may penetrate the firewall and connect to points within or in front of the engine bay. However, all holes in the firewall must be sealed such that flames may not enter the cabin.
- Section 15.6.16 – Tube Structure Design / Body – Tubes may be attached to body panels. Body panels may be deformed, such that the integrity of the chassis is not compromised.

- Section 15.10 – Windows / Window Nets – Although side windows are not recommended, if they are installed, they must be made of polycarbonate or other shatter-proof material. A window net or compliant material windows are required. Window nets must be in good working condition and are good for 10 years from manufactures date stamp
- Section 15.17.9 – Head Restraint – Side Impact – A right-side head restraint is recommended, but not required.

- **Race Classes and Groups**

SRS presently defines race classes as outlined below. Race Classes may be combined or divided from time to time into Run Groups depending on the schedule and entries for a particular event. SRS reserves the right to change the Classes and/or Run Groups to provide safe and fair and fun competition. A driver may participate in multiple classes. An entry fee will apply for each class.

Bracket Racing Classes :

Since cars are classified on lap times and not modifications, a diverse group of cars often compete against each other. Since driver skill is an important aspect of lap time, your bracket class will probably change as your skills improve.

All bracket cars will fall into Classes ("brackets") based on their fastest lap recorded during qualifying. Drivers may do any modification they wish with their cars, provided it meets safety requirements. No timing devices on the track or in the car during qualifying & racing, or communication by radio or any other means between anyone trackside during qualifying and racing will be allowed. The only times allowed are those kept by timing and scoring. If it is discovered that times have been kept or radioed in during the race or qualifying, the driver will immediately forfeit whatever position they held and are considered cheating. They will also be placed on the 13/13 list. As this is the only way people can cheat in this type of format, it will be strictly enforced. The Bracket Classes have been set with a color associated with each time bracket. The Classes will be as follows:

- Blue bracket – .?? seconds(all cars)
- Yellow bracket – .?? seconds(all cars)
- Red bracket – .?? seconds (all cars)
- Spec Miata

The cars running in the bracket classes may not record any race lap time less than the established Bracket Minimum Time (BMT). If they turn a faster time than the BMT, they are considered "Breaking Out" and will be marked minus one lap per break out.

Posting of Bracket Classes

Following the last qualifying session, the Race Committee will set Classes which will be posted in the paddock for review by racers. Drivers may choose to run in a different Class ("bracket") after Posting of Classes. Between the time of posting of Classes, and the set time announced over the public address system, but not less than 20 minutes before the start of Heat Races, racers may change the Class they will race in by noting the change on the bracket qualifying charts Class. The Race Committee shall have final approval of any such requested Change.

Competitors may choose to run in a faster or a slower group than posted. If a competitor chooses to run in a faster class, their starting position will be determined by their qualifying time. If they choose to run in a slower class, they must start at the back of the chosen class.

Break Out Rules

Due to race-day weather and variations in track conditions during the event, the Race Committee shall have the sole discretion over Break Out Rules for any Series or race for which Series Points may be awarded. In general, in order for a competitor to be judged as "Breaking Out" during any Race for which Series Points are counted, such competitor must record a race lap time faster than the BMT. You will be scored minus one lap per break-out.

Data acquisition devices are permissible, given the display does not display any timing information, and the driver is unable to change display characteristics while driving (i.e.: the display is out of reach).

Traditional Race Classes (Non-bracket classes)

Spec Miata.

Formula or Open-wheel Cars

Open-wheel cars or Formula cars will be granted a separate Run Group. All open wheel cars and sport racers will compete in this race group.

Spec Miata

Spec Miata cars must be prepared as specified in the latest SCCA GCR. (Typically, Spec Miata will be given their own run group.)

A driver may choose to enter and compete in more than one class, so long as those classes are not on track at the same time. Each additional entry will require an additional and separate entry form and fee.

Licensing

Novice License

A previously unlicensed competitor will be granted a Novice license only after approval of the Sprint Race Series in advance of the event or by the Race Committee on the day of the event. To qualify for a Novice License, the applicant must have completed at least four (4) hours of documented track time, over at least two (2) separate days and thoroughly understand all racing flags and rules of competition.

Novices must display an "X" on the car to denote Novice status, which shall be 4 inches tall and be displayed on the rear, front and both sides of the car.

Prior to their first race, Novices must have obtained the signatures of three (3) drivers possessing current SRS licenses. At least one signature must be from a driver who has ridden in the car of the novice applicant during a lapping session, and both the other signers shall have witnessed the applicant driving during a lapping or practice session.

It is the responsibility of the Novice to obtain such signatures from other drivers. These signatures represent the approval of drivers to allow the novice driver to compete in the SRS. Signatures must appear in the form of a clearly printed or preferably a typed statement in substantially the following form:

I _____(printed name) have evaluated
_____(printed name) during _____(number) on track
sessions in car / from another car (circle one). I feel he/she is comfortable and
proficient in driving their car at speed and could participate in the Sprint Race
Series. By this statement, I do not intend to render a professional opinion or an
expression of a legal nature, but only my opinion that I would feel comfortable
racing with _____.

Signature of the Provisional/Licensed Driver

Upon being granted a Novice License, the competitor shall have 2 years to complete four (4) race events without incident. Should an incident occur during the Novice period, thereafter the competitor will remain in the Novice status until successfully completing four (4) events incident free within a two (2) year period.

Provisional licenses

Competitors possessing any Racing License issued by an Approved Sanctioning Body will be accepted for a Provisional License. After one SRS racing event, such competitors may obtain a Racing License if they have no incidents.

If they do have an incident during their first event, they are placed on 13/13 Probation and must attend a SRS-approved lapping day during their 13/13 Probation period. All other rules apply if a second incident occurs.

Transponders

All drivers must have a transponder mounted on the car in order to be electronically scored in a race or qualifying. Only AMB transponders, or those compatible with AMB systems, can be used in SRS races. Rental transponders may be available at Registration.

SRS Drivers Championship

At the end of the season, the driver(s) accumulating the greatest aggregate Series Points will be named Champion(s). The following is how drivers accumulate Series Points. Points may only be scored in one Class per day and are scored by the finish of the Feature Race. Points are awarded as follows:

- First Place: 10 points,
- Second place: 8 points,
- Third place: 7 points,
- Fourth place: 6 points,
- Fifth place: 5 points,
- Sixth place: 4 points,
- Seventh place: 3 points,
- Eighth place: 2 points,
- Ninth place and all other drivers completing at least 1 full lap: 1 point.

In case of a tie, the number of first place finishes shall be used as a tiebreaker. In case of a continued tie, number of second place finishes shall be used as a tiebreaker, etc. If, after using all finishing positions to break a tie, there is still a tie, then the winner shall be determined by the largest margin of victory.

Flags and Other Signals

Green Flag - Advisory flag denotes the track is at full speed. Used sometimes after caution or red flags.

Standing Yellow – Slow down to a controlled pace. There is something on or near the track that dictates you use caution. No passing until you pass the “Passing Line” (see below) associated with the next manned corner worker station which is not displaying a flag. If there are no “Passing Lines” at the track, you may not pass until you are adjacent to the next manned station not displaying a flag. The term “adjacent” shall be interpreted as the point where the racetrack is closest to the station.

Waving Yellow - Something is obstructing the course and cars should slow down until they realize what it is then proceed with caution. The same passing rules apply as in the Standing yellow.

Passing Line - There will be a yellow line on the right side of the track adjacent to each corner station. “Yellow flag” conditions exist between these lines. You must be slowed to a controlled pace by the time the nose of your car reaches the line associated with the

station displaying a yellow flag. You may not pass or resume a racing speed until you reach the passing line adjacent to the next manned workers station not displaying a flag.

Double Yellow - entire course is standing yellow. Passing is prohibited on the course. Speed should be greatly reduced and drivers should be very safely in control of their vehicles.

Standing Black Flag – When shown only from Start/Finish or the Black Flag station, with or without your car number displayed, you have been "Black Flagged" for an infraction of the Rules. Drivers receiving the Black Flag shall report on that lap to the Pit Lane, where the Chief Steward Scrutinizer or chief driving instructor will be waiting at the Black Flag impound. You are required to stop and talk to him before proceeding.

Rolled Up Black Flag – This flag will be pointed directly at you when you are driving in an unsafe manner or you did something wrong. If you continue to do so, an open black flag will be shown to you.

Black Flag, All Stations - When the Black Flag is shown from at all stations, the session is halted. Enter the pits and await further instructions.

Red - Move to the right hand side of the track, and stop at a controlled rate near the next corner station. Do not suddenly brake. Wait for the Corner Workers instruction.

Black with Orange Circle Flag - Also known as the "meatball flag". Shown from either Start/Finish or the Black Flag station, usually with the car number. Your car may have a mechanical fault. Stop in the pit lane at the Black Flag impound and see the Chief Steward on the lap the Flag is shown.

Blue Flag with a Yellow Stripe - Advisory flag but when ignored repeatedly, will result in a black flag. Denotes that a faster car is trying to overtake you.

Checkered - End of the session, End of race. Drivers should slow after passing checkered flag and exit the track at Pit in.

White - Advisory flag denotes an emergency, service or slow moving vehicle on the course. Proceed with extreme caution.

Red and Yellow Striped - Advisory flag; "Slippery" flag. There may be oil, water, glycol (very slippery!), or car parts, gravel or trash on the racing surface. Proceed with caution. This flag will be shown for 2 laps. Even if the condition persists after 2 laps, the flag will be retracted. It is the driver's responsibility to remember the conditions of that section of the track.

Crossed Flags – When the Start/Finish station displays 2 flags crossed in an "X", the race is halfway over.

"1-To-Go" – When the Start/Finish station holds up his index finger only, it means that this will be your last lap; you will be shown the Checkered Flag and the race will end the next time by.

The Sprint Race Series strives to provide a fun, affordable, safe and sustainable race series and encourages new racers with multiple car choices in competitive bracket classes with affordability and safety in mind. We are looking for fellow racers that share this philosophy.

