



MEMBERS HANDBOOK

2024 Indiana RaceSaver Sprints

This document covers the operational structure and general procedures for the Indiana RaceSaver Sprints and all its members. The information within this document is in addition to the IMCA General Rules and Procedures and the RaceSaver Sprint Series Rules.

Release Date: January 2024

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MISSION STATEMENT

The owners and operating staff of the Indiana RaceSaver Sprints (IRS) are dedicated to the successful operation of safe, fun, and entertaining racing events. By respecting the IMCA RaceSaver rules, the Indiana RaceSaver Sprints promises to provide an honest and diligent effort in promoting the racing series and drivers. The Indiana RaceSaver Sprints expects all participating members to represent themselves in a manner that is in line with the objectives and intentions of the series.

1. INTRODUCTION

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

The rules and regulations 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 Competition Director shall be empowered to permit minor deviation from any of the specifications herein imposed and further restrictions that in their opinion do not alter minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

The Indiana RaceSaver Sprints is comprised of 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. All members and participants accept full responsibility for themselves, and their crew. All members and participants agree to hold harmless, IMCA, RaceSaver, French Grimes, Lentz Paving, JS Promotions Inc, series sponsors, race sponsors, and Indiana RaceSaver Sprints officials (As well as owners and business entity) from any actions, decisions, and duties.

All the rules, statements, and procedures within this document are in addition to the IMCA General Rules and Procedures and the RaceSaver Sprint Series Rules. The IMCA General Rules and Procedures and RaceSaver Sprint Series Rules supersede anything that is not specifically called out within this document. **Both the IMCA General Rules and Procedures, and the RaceSaver Sprint Series Rules can be found on www.IMCA.com.**

2. INDIANA RACESAVER SPRINTS GENERAL RULES

- 1) All IRS members agree to abide by the rules and decisions made by the IRS officials.
- 2) IRS officials reserve the right to amend or add rules and procedures at any time during the race season so long as the changes are made aware to all members via an updated handbook.
- 3) All drivers must be members of the IRS series to be eligible for season end awards and pay. (All participants will receive IMCA points regardless of IRS membership so long as participant is an IMCA member)
- 4) IRS membership will cost \$50 and can be purchased at any time during the season. A membership form must be completed and a membership card will be provided once payment is received.
- 5) IRS members will pay a \$25 sign-in fee at each race per car. Non-members will pay a \$35 sign-in fee at each race per car.
 - i. Co-sanction races that are not operated by the Indiana RaceSaver Sprints will not have these sign-in fees.
 - ii. Co-sanction races that are operated by the Indiana RaceSaver Sprints will only charge the \$25 sign-in fee, no additional cost for non-members.
- 6) Each driver will be locked into their car number of choice once they become an IRS member. Car numbers are locked in on a first come first serve basis. The use of letters for repeat numbers is acceptable. Ex. 9, 9A, 9X, etc.... (Car numbers can be grandfathered in over the first come first serve basis so long as the driver participated in a minimum of 4 races in the previous race season with the requested number.)
- 7) If a driver changes car numbers during the season at any time the driver is responsible for making sure the IRS officials are made aware of the number change.
- 8) Championship points will be awarded according to the IMCA General Rules and Procedures section titled "Point Structure".
 - i. Exception: Indiana RaceSaver Sprints championship points will be earned for all Indiana events throughout the season including dates beyond September 24th. (National and State point earnings end via IMCA rules.)
- 9) RaceSaver tire rules will be enforced. The left rear tire must durometer at least 35.
 - i. Exception: If the left rear tire is a RaceSaver compound there will be an allowable tolerance of 10% to compensate for temperature fluctuations and manufacturer variations. Official tire durometer tests will allow a reasonable time for the tire to cool after the race is complete.
- 10) All drivers must have a working raceceiver radio at every event. Frequency will be announced at drivers meeting.
- 11) All drivers must have a working Mylaps transponder at every event. Rentals are available for \$20.00 a race. In the event, that the series must differ to a different scoring system than the series will take care of work with the track to get the appropriate transponder.
- 12) Race events that complete the heat races and then get cancelled for rain or any other reason will be considered as official, and one of three options will be pursued by the I.R.S. **All options are contingent to the track promoter's agreement.**

Commented [AG1]: Added for clarification

Commented [AG2]: Reduced membership fee. 2021 race season only has 12 Indiana races, much less than in previous years.

Commented [AG3]: Increased sign in costs. Needed in order to continue to pay staff accordingly

Commented [AG4]: Added clarification for co-sanction races

Commented [AG5]: Updated verbiage for better clarity.

Commented [AG6]: Added a 3rd rain out option to better prepare teams for all possible outcomes. Made bold the fact that this section is all purely dependent on the track promoters terms and agreement.

- i. Option 1: If there is another I.R.S. race in the future at that racetrack the drivers will be qualified for a makeup A-Feature if the track schedules it. I.R.S. and IMCA points will be awarded at the future event in this situation.
- ii. Option 2: If there is no opportunity to reschedule the event or make-up the feature during a future event the purse for the cancelled night will be divided up evenly and awarded to all drivers that started their heat races. All drivers will be awarded last place points.
- iii. Option 3: If there is no opportunity to reschedule the event or make-up the feature during a future event the track will refund all teams for pit passes and the event will be considered cancelled. All drivers will be awarded last place points.

13) RaceSaver Car Rule #6 clarification:

- i. The rule states: Cockpit adjustable weight jacks, shocks, or wings will not be permitted. Additional reservoir shocks (internal or external) will not be permitted.
- ii. Internally chambered gas shocks are allowed as per National RaceSaver rules clarification from Roger Haden.

14) RaceSaver Car Rule #3 clarification:

- i. Any additional weight/ballast mounted on the race car must be painted white and have the car number clearly written or marked on it.
- ii. Any fire extinguishers mounted on the race car must be painted white or have clearly visible white stripes and have the car number clearly written or marked on it.

15) RaceSaver Engine Rule #20 clarification:

- i. The rule states: 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.
- ii. As per RaceSaver (Roger Haden), driver aids include, but are not limited to: digital water and oil warning lights (analog is OK), any electronic tachometer that reads more than one value and any digital gauges for oil pressure and/or water temperature

16) In the event of a conflict about any of the above rule clarifications during a co-sanctioned event, the event will default to the national rules.

Commented [AG7]: New rules in RaceSaver rules, made more clear here. Fire extinguisher paint requirements added for further safety.

Commented [AG8]: Added co-sanction race clarification

3. LINE-UP PROCEDURES

- 1) IRS officials reserve the right to change the line-up procedures as needed based on scratched or disqualified entrants. Any line-up procedure changes will be announced by the IRS officials as quickly as possible. Line-up procedures at co-sanctioned events may not follow the below rules and will be announced at the drivers meeting.
- 2) Driver will come to the draw booth and will spin for a bingo ball to put you in a group.
- 3) Each group when they come out for hot laps will get 3 laps taking the best of the 3 laps to setup your time for qualifying.
- 4) After the final group qualifies a wheel is spun 1, 2, 3 or 4 for the invert of the heats. For example the fastest qualifier the worst spot he or she would start is 4th and also has a chance at the pole if the 1 is spun.
- 5) 22 cars is the cutoff for no B main. If we have 23 entries we will have a B main. If we do have a B main an example of the heats would be 4 heats we will take the top 4 with 4 also being taken in the B main. If we have 3 heats we will take the top 5 with 5 being taken from the B main also. We try to not run 10 cars in a heat race. If we have to do 10 cars in a heat race there will be extra laps ran like 10 laps instead of 8 because of the large car count.
- 6) The top 2 in each heat race finish will be in the invert for the A main.
- 7) B mains and behind the inverts are lined up by the finish of their heats.
- 8) The wheel will be spun for the top 2 in each heat after the final heat race to determine the front rows of the feature.
- 9) Lineups will be posted in the pits and also will be on MY RACEPASS.
- 10) If one or more B-Features are required, the IRS officials will announce at the drivers meeting the number of cars that transfer from the B-Feature(s) into the A-Feature.
- 11) All B-Features will be 12 laps unless otherwise notified during the drivers meeting.
- 12) B-Feature transfers will line up based on B-Feature finishing positions behind the last driver to transfer from the heat races into the A-Feature.
- 13) All A-Features will be 25 laps unless otherwise notified during the drivers meeting.
- 14) The initial start in the A-Feature will have a double-file line-up with 1st place starting on the inside of row 1.
- 15) If the track allows it, the winner or top 3 finishing drivers, will stop on the front stretch for photos and interviews. No cars are allowed to be worked on or have anything added or removed during this time.
- 16) The top 3 finishing drivers must go to the scales after the race. If a top 3 driver misses the scales or goes to their trailer first they will be disqualified.
- 17) The top 3 finishing drivers must go to the technical inspection area after leaving the scales. If a top 3 driver fails to go to the technical inspection area or goes to their trailer first they will be disqualified.
- 18) IRS officials reserve the right to change the number of cars that are required to go to the scales and to the technical inspection area only if it is announced during the drivers meeting.
 - i. Standard feature procedures will be followed.

4. CHAMPIONSHIP PAYOUT

Commented [AG9]: Added section to explain championship fund

- 1) A full championship fund will be paid as long as 50% of the scheduled events are completed for the race season. Less than 50% schedule completion will have the championship fund calculated at season end.
 - i. Co-sanctioned races that are out of state will be excluded from the 50% calculation
 1. Example 20 total races, 16 in IN, 4 out of state. 50% for the season = 8 races
- 2) Only Indiana RaceSaver Sprints members will be paid for the championship
- 3) In the event that a non-member finishes in the top 10 of the championship, that persons winnings will be distributed among the remaining championship positions.
- 4) Total amount for the championship fund is dependent on the following criteria: *(Can be adjusted as needed, the values below are as of document release only)*
 - i. The number of events completed in the race season
 1. 10 or more = 18% of below categories
 2. 8-9 = 16% of below categories
 3. 6-7 = 14% of below categories
 - a. The number of IRS members (Membership fees)
 - b. The average number of cars entered per race (Entry fees)
 - c. The total amount of sponsorship income
- 5) Top 5 point earners will be paid based on the above criteria at the following percentages of the total championship fund

1	30.00%
2	25.00%
3	20.00%
4	15.00%
5	10.00%

- i.
- 6) Example
 - i. 20 IRS members
 - ii. 16 races with an average of 18 cars
 1. All cars are assumed to be members and pay \$25 per entrant per race.
 - iii. \$7500 total sponsorship income
 1. Championship fund = \$2355

1	\$ 768.00
2	\$ 640.00
3	\$ 512.00
4	\$ 384.00
5	\$ 256.00
 - 2.

- 7) Summary
 - i. The above formula serves the following purposes:
 1. Fairly distributing the series income to its most dedicated supporters
 2. Maintain a minimum amount of required funds to operate the series
 3. Keep enough funds to start the following race season
 - ii. The formula will be updated every race season and will depend on the total number of scheduled events, sponsorship income, and state of the series.

5.SAFETY

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

- 1) All safety topics covered in the IMCA General Rules and Procedures should be respected.
- 2) All safety topics covered in the RaceSaver Sprint Series Rules should be respected.
- 3) The IRS officials may cancel or postpone a race meeting if any arrangements known to them as to spectators or competitors are, in their opinion, unsafe.
- 4) The IRS officials shall have the authority to order off the course any car, which in their opinion constitutes a menace to other participants or to itself. The IRS officials may also order off the course any driver who operates their car recklessly, or without due consideration to other participants.
- 5) Drivers must have all safety gear on, and functioning properly, whenever the race car is under its own power. This includes engine heat up procedures. Failure to do so will result in penalties and/or fines.

6.PENALTIES

- 1) All rules in the IMCA General Rules and Procedures section titled "Automatic Penalties" apply to the Indiana RaceSaver Sprints.
- 2) Any participant who, in the judgment of the Competition Director or the IRS owners, is guilty of conduct detrimental to racing and/or to the Indiana RaceSaver Sprints, on or off the track, may be suspended and/or fined by the Competition Director or the IRS owners.
- 3) Any team members or guests associated to the IRS that are found to be unsafely operating a push vehicle, ATV, or any other motorized vehicle in the pit area will be penalized.