



MID-ATLANTIC SPRINT SERIES 2020 RULES AND PROCEDURAL MANUAL

The RACESAVER 305 SPEC head and the accompanying engine and car rules are the foundation of the MASS Sprints. These rules have enabled this class to grow year after year since its inception in 2005. These rules are intended to make this sprint car class both fun and affordable. As you read through these rules and procedures, please keep in mind that these rules are designed to save you money and help you and everyone else be competitive and have fun racing.

Disclaimer

The rules and/or regulations set forth in this rulebook are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable standards and requirements for all MASS sanctioned events. These rules shall govern all MASS sanctioned events, and by participating in these events, ALL participants and officials agree to comply with these rules. NO IMPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION, POSSESSION OR COMPLIANCE WITH THE RULES AND REGULATIONS SET FORTH IN THIS DOCUMENT, OR ADDED IN THE FUTURE, BY ADDENDUM, EVEN IF THE RULING WAS VERBAL AND HAS YET TO BE SET IN PRINTED FORM. ANY AND ALL RULE CHANGES LISTED ON THE OFFICIAL WEB SITE WILL ALSO BE CONSIDERED TO BE BINDING. These rules are solely intended as a guide for the conduct of the sport of sprint car racing, and in no way a guarantee against injury or death to the participants, spectators, officials, safety and fire crews, media or all others. The LEAD OFFICIAL shall be empowered to any reasonable appropriated deviation from any of the specifications and procedures herein, or to impose any further restriction that in his opinion does not alter the minimum requirements. NO EXPRESSED OR IMPLIED SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES.

Any interpretation of, or deviation from these rules is to be left to the discretion of the SERIES OWNERS.

The absence of a specific rule does not imply approval, consent or permission regarding the subject.

-----2020 Rule changes are in red-----

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**IT IS YOUR RESPONSIBILITY TO KNOW THE RULES OF
RACESAVER, IMCA and MASS.**

A. Memberships:

1. Definitions:
 - a. Car: any sprint car conforming to the MASS requirements
 - b. Owner: person or persons holding controlling interest in the sprint car
 - c. Rookie: any person who has raced a sprint car in 4 events or less.
 - d. Driver: any person considered an experienced driver by the MASS.
 - e. Crew: any person who works on or maintains the sprint car
 - f. Sponsor: any person sponsoring a car or MASS event
 - g. Official: Any person appointed by MASS Management as a MASS Official including Host track officials
 - h. Visitor: any driver or team that is a Non-Member.
2. Drivers will be further classified as a rookie until they have demonstrated an adequate level of skill as determined by MASS Management.
3. Dues: Please refer to Membership forms. (MASS Optional with IMCA mandatory)
4. Membership may be terminated by MASS Management or Owners at any time for actions detrimental to the MASS Sprints and/ or the sport of sprint car racing.
5. Member are included into the handicapping and eligible for contingencies

B. Rules of Sanction:

1. All teams are subject to the rules of MASS, Racesaver and IMCA.
2. All teams must obey directions given by a MASS official with regard to the racing event.
3. Driver Age requirement is 18, unless approved by the state of NJ and or MASS Ownership. Any driver younger than 18 MUST contact MASS Ownerships 2 weeks prior to an event and gain permission. Addition Insurance may be required to race with MASS
4. Failure to comply with a direction given by a MASS official is subject to warning, loss of proceeds and/or positions or suspension.
5. A violation of any rule in reference to abusive verbal or physical conduct, alcohol, drugs, legal or illegal intoxicants and/or narcotics will be subject to immediate suspension from participating in future MASS events.
6. A determination of the Track Officials or MASS Officials in regards to rough riding will be subject to penalties as determined by the MASS Management.
7. ALL Motors must have a Hard Card, If your Hard Card has not been mailed yet or just sealed, you must email Midatlanticseries@Gmail.com 48 hours before a you attend a race with who sealed your motor so MASS Officials can contact Tech. Failure to do so will result in loss of Handicapping or penalized during post race inspection.
8. Illegal engines, fuel or components will mean last place of points, monies and possible suspension from participating in future MASS events. MASS reserves the right to inspect any engine, components and fuel, any time, any place without prior notification. Any member who refuses to comply with an inspection will be suspended from the competition. Competitors found to be illegal may start the next three events in the scratch position in both heats and features, after the items in question have been changed and the engine re-inspected. This is at the discretion of MASS Management.
9. Any driver causing unnecessary and excessive delays in a tracks racing program by causing yellow flag periods or by violation of any procedural rule of the host track or MASS, will be removed from the track and scoring will stop for that car and driver.

10. Weighing:
 - a. Top 5 cars from the A-Main race will go to the scales at every race event. This is based on 24 cars starting the feature, and may be adjusted w/reduced car count,
 - c. Any car failing to stop at the scales before returning to their pit, is immediately, without exception disqualified and scored at the rear of the field.
11. Driver Communications:
 - a. No one-way radio or two-way radio, scanner, Nextel, cell phone, palm pilot, texting, ETC... communications is allowed from anyone other than MASS/Host track Race Control.
 - b. The only driver communication device allowed by MASS is the RaceCeiver/scanner/, set to the proper channel.
 - c. A RaceCeiver/scanner radio is mandatory and must function properly.
 - d. Only one RaceCeiver/scanner allowed in the car/on the driver (i.e. driver cannot have a separate one for each ear).
12. **No traction control devices of any type** (brake or electrical) allowed. Violation will be automatic suspension.
NO Excuses. MASS reserves the right to test or confiscate any suspected device at any time. Cost incurred with testing is expected to be paid by car owner. No electronic information gathering devices allowed.

C. Rules of Conduct:

1. The Driver (regardless of age) shall be responsible for all actions of him/her self, crew members and sponsors.
Additionally, each person is totally responsible for their own actions.
2. The car owner and/or driver are the only people that will be recognized as a spokesperson for that car. Two people (spokespersons) maximum per registered car.
3. No Team member shall enter the flaggers/starter stand or Control tower. All complaints must be relayed to a MASS official.
4. No Team member may verbally or physically abuse another member, MASS official or hosting track official.
REMEMBER: treat all track officials, management and fans with respect. Without the host tracks, we have no races. Act professional and courteous. Offenders may be suspended from competition.(this will also include any offending internet chatter brought to the MASS management's attention.)
5. No driver or pit crew member shall drink intoxicating beverages or use narcotics before or during any MASS sanctioned event. If a MASS official feels a member is under the influence they will not be able to compete in that day's event.
6. When a car is started at the track at any time, the Driver must be wearing all safety recommended equipment.
7. No speeding in the pits. Cars cannot be driven under their own power in the pit area.
8. Any driver that is involved in an altercation on the track with another racer is asked to remain professional and keep a level head. Any driver that approaches another racer, walks or runs toward a moving car or throws anything will be levied a penalty determined by MASS Management.
9. **ALL ATV DRIVERS MUST WEAR HELMETS WHEN STARTING ANY CAR.**
(A RaceCeiver is recommended for the ATV operator.)

11. Any driver, while racing, who commits unnecessary contact, uses questionable driving tactics in the opinion of the Host Track Officials, MASS Officials or Starter will be deemed as rough riding.
12. Any decisions of the Host Track or MASS officials will be respected by all members. Opposition to a decision of the MASS officials will be subject penalties as determined by MASS Management.
13. No used tires will be left at the host race tracks. Waste oil is to be taken back to your shop unless the track provides waste oil disposal site and garbage to be disposed of at pit spot.

D. Rules of Procedure:

1. All drivers must be licensed by IMCA to compete or practice.
2. Host Tracks are responsible for the track events and have final say on race track events.
3. Host tracks are NOT to shorten races unless agreed to with MASS officials.
4. If the host track makes a call during the race this can NOT be disputed.
5. Rookies (first time racers) will be required to start a minimum of Three races (complete feature events) from the scratch position. In the event of multiple rookies, you will be lined up according to your draw number. MASS Management can mandate additional time at the rear of the field for rookie drivers.
6. Experienced Rookies (Racers with full sized car experience) Must start in the back of the heat race for three races but may be able to maintain their qualified starting position for the feature based on performance and discretion of series officials.
7. All cars are subject to inspection at any time or place by a MASS official.
8. No car will enter the track without permission of a host track and/or MASS official.
9. All drivers will make a conscious effort to have their cars ready to compete and in line properly when called.
10. Pit Crew members, Parents, or Owners are not allowed on the track at any time, unless specifically asked by a MASS or track official. Violation of this rule may result in disqualification of the car from the event.
11. Red Flag Period: **ALL CARS COME TO AN IMMEDIATE STOP.**
 - a. ANY car entering the pits when the red is displayed will not be able to re-enter the race track. The pits are CLOSED. You must wait for the yellow flag before entering the pit area.
 - b. Adjustments or repairs may be **made only in the pits** during a red flag period. (No driver is to exit his or her car without authorization from a MASS Official or incase of an emergency)
 - c. If a driver or team member adjusts or repairs a race car that car is penalized to scratch in the field.
 - i. If you delay the restart of the race you will be placed scratch in the field.
 - ii. If you exit the track after you are restarted or fail to restart you will be placed scratch when you are allowed to re-enter the track.
 - iii. No re entry will be allowed after the white flag is displayed.
 - iv. It will be the decision of the host track and the MASS Officials as to what cars the Red flag was displayed for, and their decision is final.

- a. **ATV Drivers must stay on their machines during a Red Flag period and remain in the designated ATV staging area until they are called onto the track via the RaceCeiver or Officials.**

12. No Fuel Stops

- a. If a fuel stop is thought to be needed we should end the race.

13. The Host Track Officials, Starter, along with the MASS officials have complete control of the race. All drivers shall immediately comply with their commands whether they are by flag, hand, spoken, or over the RaceCeiver.

14. **RaceCeivers/Scanners are MANDATORY for all Drivers** It is your responsibility to make sure your unit works properly, Sound checks to make sure drivers can hear the Race Director will be random. If you fail to recognize when you are called (unit not working) you will be placed scratch at the discretion of MASS Officials.

15. **Transponders are mandatory at tracks that support the transponder system.** It will be the ONLY means of scoring at these race events. Have them charged and ready!

16. The number of cars that will compete in any given event will be 24 cars..

17. Original starts:

- a. Will be double file, off the fourth turn starting zone, the host track is in charge of the specific starting location and the driver's responsibility to follow the host track rules.
- b. The lead car starts the race and must start in the zone. If the lead car does not start in the zone the second place car can start at the end of the starting zone. The host track will still reserve the right to call the start back.
- c. 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.
- d. Any Jumping or brake checking is not allowed. The host track and/or MASS Officials will make that call. A yellow flag will be displayed and the front row will be placed back one row.

18. Restarts:

- a. Restart lineup will be based on the last completed green flag. Any car failing to comply through RaceCeiver communication will be sent to the rear for disobeying an official..
- b. All cars to get single file immediately. Any car failing to comply through RaceCeiver communication will be sent to the rear for disobeying an official..
- c. If the first lap is not complete the field will be restarted double file.
- d. Restarts are to be double file till half way unless three yellow flags have come out for any reason then single file until the checkered flag.
- e. The leader has lane choice but must select lane by the white flag.
- f. Single file restarts: When restarting you must be in line and not pass a car until you pass to the right side of the cone only. (cone is on your left), if you pass under the cone or hit the cone or pass a car prior to the cone you will be *penalized two positions at the next caution or the checkered flag if it remains green flag racing. If the host track does NOT announce the infraction then it is not charged. If you do not have a*

working raceceiver this does NOT excuse the infraction and will be addressed after the finish.

- g. If the yellow flag has to be thrown to remove a cone from the track or from underneath a racecar, the driver who hit the cone will be sent to the rear of the field on the ensuing restart.
 - h. **MOVE OVER FLAG:** Any driver being displayed the Move Over flag is required to move to the bottom of the race track. Drivers must hold a lower line through-out the whole track, straightaways and corners. If the drivers do not comply MASS officials reserve the right to black flag driver for that event.
 - i. All Lap cars to the rear
19. **Spins on the track:**
- a. Any car that spins out twice without just cause (avoid an accident or stopped car) will be black flagged/disqualified for that race.
 - b. **If the yellow flag is displayed for a 360 degree spin that caused a hazardous situation, the car will be sent to the rear of the field and it will count as a spinout.**
20. **Engine Teardown:** The request for an engine teardown must be made by a car owner only, and must be accompanied by a \$500.00 cash binder, plus a \$100.00 nonrefundable filing fee, which will be held by MASS Management until said engine is inspected. If the engine is found to be illegal the plaintiff will receive a refund. If the engine is found to be legal the defendant will receive the money. Engine teardown protest must be in writing and within 15 minutes of the official end of the feature race. Protest must specify single component or single test. Drivers may not protest more than one car per event, another driver finishing in a position behind them, and may not protest same driver more than once per calendar year.
21. **Car/Component protest:** The request for a car or Component inspection must be made by a car owner only, and must be accompanied by a \$250.00 cash binder, plus a \$50.00 nonrefundable filing fee, which will be held by MASS Management until said car/component is inspected. If the car/component is found to be illegal the plaintiff will receive a refund. If the car/component is found to be legal the defendant will receive the money. Car/component protest must be in writing, specify what is in question and within 15 minutes of the official end of the feature race. Drivers may not protest more than one car per event, another driver finishing in a position behind them, and may not protest same driver more than once per calendar year.
22. Engine rules cannot be changed. See RaceSaver rules
23. No fuel additives, no Top-Lube, no nitropropane, no propylene oxide, no nitromethane, no fuel oxygenating compounds.

E. Points:

- 1. Weekly 'A' Feature win is 40 points, with each subsequent position worth one point less, with 24th position in feature worth 17 points. If track runs a 'B' feature(s), first non-transferring driver receives 16 points and each subsequent position, back to sixth position, receives one less point per position. Sixth position and back in 'B' feature(s) receive 11 points.

This applies to all 'B's, even if more than one is run. Drivers must compete in heat race or feature to receive minimum 11 points – NO SHOW-UP POINTS. If no points are awarded, the event will not be figured into driver's point average.

2. Should a driver qualify for 'B' feature or 'A' feature, and is unable to compete, they will be scored in last position and receive points accordingly.
3. If less than ten entries for any given night, for each car less than ten, one point fewer than normal is awarded for feature finish. For example, if nine cars entered, feature win would then be worth 39 points; for eight entries, win would be worth 38 points, etc.
4. 2019 POINT SEASON:
March 28th at Bridgeport Speedway : Points Start
September 25th: Point season ends

F. Handicapping:

A) Standard procedure – MASS Members

1. Drivers draw for heat race starting position at every race. Re-draw for the feature are determined by pill draw.
 - a. Pill- 0,2,4,6,8 for 2 Heats
 - b. Pill- 0,3,6,9,12 for 3 Heats
 - c. Pill- 0,4,8,12 for 4 Heats
 - d. Pill pulled by first heat race winner after all heats are completed.
 - e. If less the 15 cars the largest invert will not be greater half of the field.
 - f. If a driver is not present for the redraw, a pill will be still pulled.
 - g. The redraw will happen shortly after the last heat race, unless announced at the drivers meeting.
2. Last week's winner, if finished in handicapping in heat race, starts last in the handicapping for points races,co-sanctioned/inter-regional races do NOT included.
3. Balance of heat race lines up heads up and heads up from consi.
4. Co-Sanctioned and Inter-regional races will follow IMCA rules. Top 12 redraw.

4. VISITORS:

B) Non-Members are able to join any race at anytime.

1. All Non-Members must send race requests to Midatlanticseries@gmail.com.
2. Non-Members must receive a response, read and accept Mid-Atlantic Sprint Series Rules which is at www.Masprintseries.com
3. Non-Members will start in back of heats and follow handicapping except they can NOT start better than 5th in the feature.
4. Non-Members Rookies are to start in the back of Heat and features until they have proven themselves. (Rookies classified as a driver with no experience with Mid-Atlantic Sprints and/or have only raced a full sized wing Sprint car 4 races or less. This to be determined and evaluated on a per case basis).
5. After IMCA Points are over, **Sept 29th**, all Racesaver teams are included into the handicapping as they were a member. They still must follow MASS rules.

G. Technical Rules

1. Racesaver rules are the primary rules structure and is expected to be read and followed by all drivers and owners.
2. Refer to Racesaver www.racesaver.com/sprint-nationals/rules/ for full list of rules
ALL ENGINE RULES ARE FOLLOWED PER RACESAVER.
3. Weight rule: 1550 lbs after the feature, no allowances, no exceptions.
 - a. Top 5 to scales after feature unless otherwise informed. If a car does not go directly to the scales it will be disqualified.
 - b. Crews, owners and parents must remain at least 10' from the cars until after they are weighed. It is the driver's responsibility to keep everyone away from the car. Crews around or reaching in the cars will be cause for the car to be disqualified. The only exception is to push the car, if needed. The only place to push the car will be the front and rear bumper.
 - c. In the event your car does not make weight you will be allowed one reweigh- that is you will be pushed off the scales, zero the scales and push the car back on. Top 5 in A main
4. Ballast weight: Any bolt on weight must be painted white and clearly have the identifying car number on each piece of ballast. Any weight lost on track are an immediate disqualification. MASS officials reserve the right to disqualify any individual for improper mounting. Unacceptable mounting - cable ties, hose clamps, safety wire, bungee cords, under the driver seat pad, bolted to the driver's seat, bolted to the seat mounting bolts., bolted to the steering wheel, bolted to a dzus tab, bolted to aluminum or fiberglass side panels or wings-these are examples of what is NOT acceptable.
5. ALL Motors must have a Hard Card, If your Hard Card has not been mailed yet or just sealed, you must email Midatlanticseries@Gmail.com 48 hours before a you attend a race with who sealed your motor so MASS Officials can contact Tech. Failure to do so will result in loss of Handicapping or penalized during post race inspection.
6. Torsion Bar: Retainers are required on the front torsion rack and recommend on the rear rack.
7. Wings: 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.
8. Fuel Tank: Approved sprint car bladder type with 4 point mounting. All tanks must meet approval of MASS.
9. Halo: A halo device securely welded to the frame is Highly Recommended.
10. Shock Absorber: NO COCKPIT ADJUSTABLE SHOCKS DEVICES ALLOWED, whether the adjuster is mounted inside the cockpit or not. NO REMOTE ADJUSTABLE DEVICES OR CANISTERS. No cockpit adjustable weight jackers, manual or hydraulic. NO ADJUSTERS.
11. Wheel Covers: Wheel covers must be securely bolted in.

12. **Brakes:** Steel or aluminum only, NO TITANIUM ROTORS. NO CARBON GRAPHITE ROTORS. Inboard and left front brake mandatory.
13. No titanium wheel bolts, hub bolts and rotor bolts and rotors.
14. **Fuel:** Pure methanol **NO Top Lube may be used. NO OTHER ADDITIVES.**
When a car is approached for a fuel sample YOU MUST COMPLY without delay and any car can be sampled for any reason.
15. Safety Equipment: ***The following equipment is mandatory*** and must be worn and/or used: A minimum of a 2 layer fire suit, preferably 3 layer, NO SINGLE LAYER SUITS, approved safety 5 point harness with approved mounting, with manufacturer's date tag in place. Belts cannot be older than 2 years. Snell 2010 rated full face helmet, Head and Neck restraint system dated less than 5 years old, fireproof underwear and socks, fireproof hood or Nomex lined helmet, fire resistant gloves and shoes. Arm restraints are mandatory. A minimum of two throttle return springs are required with one being pedal mounted and the other being mounted on the injection. If corrective lenses are a requirement for your driving license you are required to wear them when you race. No excuses. A quick release on the steering wheel is mandatory. MASS reserves the right to reject any safety equipment for tears, cracks or dates.
16. Numbers: 16" tall numbers on both sides of the top wing and on the top. 12" numbers are required on the tail tank. A letter may be required if duplicate numbers appear. Seniority rules..
17. Radios: The only approved driver communication aid is a RaceCeiver or approved scanner radio.
18. Fire Extinguisher: Teams are required to have an adequate sized, functioning fire extinguisher in their pit area at all times. While it is not required it is recommended to also have a small fire extinguisher on your 4 wheeler. On board fire systems are highly recommended.
19. Fuel Shut Off: Fuel shutoff between the fuel tank and the fuel pump on the suction side of the pump, clearly marked and accessible to the safety crew is highly recommended.
20. Rock Screen: Strongly recommended.
21. No Mirrors.
22. Transponder location: Transponders shall be located and mounted on the front right downtube from the torsion bar tube to lower frame rail gusset. This is the driver/owner's RESPONSIBILITY to ensure the location of their transponder. Transponders CAN NOT be mounted any further forward than this location, and if a transponder is found in front of this location, a two car penalty will be enforced after the race. The track will use electronic scoring for 2nd through 24th place for scoring and this will be final. For 1st place, the track and MASS Officials, will utilize any means deemed necessary to decide the true winner. If the transponders stop working during a race, the track and MASS officials will attempt to hand score to the best of their abilities.

H. NJ STATE RULES:

Please refer to the NJ STATE rules. When racing at a speedway in the State of New Jersey the Host track is responsible for the New Jersey State rules enforcement.

1. Seat belts must not be older than two years old.
2. Drivers must be 17 years or older, if younger need approval by the state.
3. A SFI rated head and neck restraint device is required, a neck collar will not be allowed.
4. Fireproof underwear is required
5. Helmets are to be Snell 2010 or newer

6. Arm restraints are required.
7. Fuel shut offs are to be clearly marked
8. Fuel cell must have a bladder

I. TRACK TECH:

1. Two cars to be inspected after each feature. The winner and a randomly selected car finishing the race in the top 12. The randomly selected car will be drawn by the feature winner.
2. The tech procedure will be drawn by the car owner or driver by random.
3. Failure of a tech procedure will result in last place points and money.
4. Failure of fuel tests that are considered contaminated. The owner may pay for further testing through Kelly Fuels/Sunoco. If an owner requests a sample to be sent, two fresh samples will be pulled from the fuel cell and sealed into sterile containers and signed by Owner/Tech official. All expenses are to be paid by the CAR OWNER, a retainer of \$300 is required to cover overnight shipping, delivery and fuel sampling costs. If extra costs incur the owner is liable. If costs are less the owner will receive the balance. The failed tech result and last place penalty will stay official unless a pure methanol fuel result is returned.