

# CALIFORNIA 305 SPRINT SERIES

## RULES AND REGULATIONS

**\*Rules and regulations may be revised at any time.  
Any and all revisions will be sent to you via email\***



**California 305 Sprint Series**

**Contacts Information**

**Alicia Garges (559)-381-4276 Series Director**

**Brian Garges (559) 972-7593 Pit Steward**

**[racesaver305sprints@gmail.com](mailto:racesaver305sprints@gmail.com)**

**\*REVISION DATE 1/23/26**



# **THIS RULEBOOK IS IN FULL FORCE AND EFFECT FOR THE 2026 SEASON AND SUPERSEDES ALL PREVIOUS VERSIONS**

These rules may be interpreted, modified, or amended at any time as deemed necessary by officials. The rules and regulations outlined here are intended to promote fair competition, ensure the orderly conduct of events, and set the minimum standards required for participation. All competitors and participants are expected to understand and comply with these rules. By entering any event, participants agree to be bound by all rules and decisions made under them. No warranty of safety, expressed or implied, is intended or should be assumed from the publication or enforcement of these rules. They are meant only as guidelines for the safe and fair conduct of the sport and are not a guarantee against injury or death to participants, officials, or spectators.

## **DISCLAIMER**

CALIFORNIA 305 SPRINT SERIES (CSS), AB Motorsports LLC., shall not be responsible for the choice of safety gear nor the operation of safety gear. Drivers are responsible for any failure or damage.

The Series Director shall be empowered to permit minor deviations 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 of these rules is left to the discretion of the officials. Their decision is final. CALIFORNIA 305 SPRINT SERIES Official reserves the right to check any cars for rule compliance at any time. They further reserve the right to disqualify any driver and race car from competition. It is the responsibility of the driver, crew and owner to disassemble any part of their race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fines and or suspension.

In the case of drivers who have been injured not during an CALIFORNIA 305 SPRINT SERIES Event, or who have been hospitalized for treatment and/or undergone surgery, or have been fitted with a cast, brace or prosthesis, or who suffer from a chronic or progressive debilitating illness, CALIFORNIA 305 SPRINT SERIES reserves the right to require the driver to present certification from the treating physician, stating that the participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. CALIFORNIA 305 SPRINT SERIES Event further reserves the right to require such certification in the case of pregnant women wishing to participate in racing activities. Any female that is racing at CALIFORNIA 305 SPRINT SERIES Event that is pregnant must notify officials prior to racing.

In any such case, CALIFORNIA 305 SPRINT SERIES Sprints Event reserves the right to decline the entry of any individual whose participation might endanger their health or safety, or the health or safety of other drivers, crewmen, participants, officials, or spectators. All rules enforced by Officials must be adhered to while racing under the CALIFORNIA 305 SPRINT SERIES sanction. CALIFORNIA 305 SPRINT SERIES and /or track officials reserve the right to reject any car or driver without cause or recourse.

Any interpretation of, or deviation from these specifications or rules are left to the discretion of the Series Director and/or Technical Officials. Their decisions are final. Racing is a very dangerous sport. If there is any part of the race program that causes you concern for your personal safety or for any member of your team, you should bring those concerns to the attention of the Series Director. If after doing so those concerns are not met, you should consider withdrawing from competition until a review can be made.

ALL COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY CSS OFFICIALS AS TO THE APPLICATION AND INTERPRETATION OF THE RULES ARE NON LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST CALIFORNIA 305 SPRINT SERIES, AB MOTORSPORTS, LLC D/B/A AS CALIFORNIA 305 SPRINT SERIES OR ANYONE ACTING ON BEHALF OF CALIFORNIA 305 SPRINTS CAR SERIES, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE COMPETITOR OR OFFICIAL. IF THE COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THE COVENANT, THAT COMPETITOR OR OFFICIAL AGREES TO REIMBURSE THE CALIFORNIA 305 SPRINTS CAR SERIES FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES. EACH COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST THE CALIFORNIA 305 SPRINTS CAR SERIES FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.

## **GENERAL OVERVIEW**

The CSS 305s Series is about affordable and fun racing. The rules established by CSS are to keep the class budget friendly, provide the opportunity to most age drivers to compete on a level playing field while having fun.

**DRIVERS/CAR OWNERS** are responsible for the conduct not only of themselves but the conduct of anyone in or around their pit area, fans, regardless of age, gender, or whom they may be with.

CSS 305 Series and all its members shall take the following information, rules, regulations, and policies, review them, understand them and always follow them.

Everyone who enters the pit area or participates in competition promoted by CSS 305 Sprints Series does acknowledge, represent, and warrant that he/she has read, understands, and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of the same.

Any complaints, disputes, questions or problems must be directed by the **Driver** or **registered Car Owner**, to the Series Director.

Children **under the age of 13 must be supervised at all times**. No running or playing outside of your designated pit space during race time (this includes any pets). This is not only for their safety but the safety of all participants, crew, fans, and track personnel.

Race cars, race car haulers, tow trucks, push trucks and any other equipment located in the pit area or restricted area are **NOT** covered by insurance, unless otherwise provided by series, owner, or driver.

If any of the rules set forth are violated in any way, the **Car Owner/Driver will be held accountable with no questions asked**.

Any fines or penalties will be taken out of the drivers winnings, start, tow, or paid by cash at the end of the race night. If a fine or penalty is **NOT** paid, the driver/team owner will be suspended until paid.

## SECTION 1

**CSS and its sponsors strive to provide a safe and fun environment and hold not only ourselves but our teams, owners, drivers, families and friends to a high standard. The standard set below is to be held by ALL who may be involved in the series, pit crews, family etc.**

**No driver or team member shall encroach another teams or drivers pit area with the intent of causing harm, fear, or retaliation.**

**ZERO TOLERANCE** means there will be no additional warnings, **THIS IS YOUR WARNING**. After reading, acknowledging, and signing the 2026 Rules Package, it is implied you have read and understood the rules as stated. **NO QUESTIONS ASKED!**

### 1.00 RULES OF CONDUCT

The interpretation and application of all rules contained herein as well as all amendments, supplements, and revisions that may be implemented shall be at the sole discretion of the CALIFORNIA 305 SPRINT SERIES management and officials and shall be final and binding. Any fines and penalties may be deducted from any monies to be paid to the car owner/driver.

All drivers, team owners, crew, and officials shall abide by the rules and regulations set forth in this document.

**NO ALCOHOL or any other substance that can alter state of mind**, in the pits. This is strictly prohibited not only by tracks but series as well. If anyone in your pit area is caught consuming alcohol or being under the influence before or during any racing event, the DRIVER/TEAM OWNER shall be held responsible and assumes all responsibilities. This shall include forfeiture of points, pay, additional fines, suspension or banned from the series.

Excessive speed or reckless driving in the pits, the DRIVER/TEAM OWNER will incur a \$100 fine (which will be taken out of the nights pay), further offenses may result in increased fines and/or suspension from the pit area followed by suspension from the pit area. Regardless of if you are a driver or not. The PIT SPEED LIMIT is 10 MPH! (Four wheeler will be parked for the duration of the night).

NO ONE UNDER THE AGE OF 13 is to be in the infield of the racing surface, unless otherwise directed by an official or racing. No more than three (3) crew members are allowed in the infield of the racing surface. ONE vehicle (pit cart, bike, quad, etc.) will be allowed in the infield of the racing surface.

Disrespect (abusive language, ignoring of, gestures), of any CSS, track, other series official or spectators will not be tolerated. This may be in the form of words or otherwise.

If you or someone in your pit is causing a disrespectful disturbance, you, the driver/team owner, will be fined up to \$200 for the first offense. Second offense may result in a fine up to \$300 and/or disqualification for that event and the following three events.

- a. In the event you disagree with either a CSS official, track official, or other series official, bring it to the attention of the Director of Competition.

The use of a car or other motorized vehicle as a weapon, will result in expulsion from the track, fine up to \$1,000, and/or possible expulsion for the remainder of the season. In the event this happens, a \$1,500 peace bond will be incurred by the driver/team owner if allowed to continue to race. This also may result in law enforcement becoming involved which can have legal repercussions.

If any dispute arises **ONLY the car owner and/or driver** has the right to approach the official and discuss the issue in a calm and professional manner. In the event others who are not the car owner and/or driver, tries to insert themselves or be around while discussions are taking place, there will be a \$100 fine imposed for the first offense, second offense will be \$300 and third will be \$500 and or disqualification from the event.

Four wheelers, ATVs, or scooters are not allowed on the racetrack or the edge of the racetrack during an event. In all areas (racetrack, pit area, etc.) four wheelers or ATV's must be operated in a safe and sane manner and should not exceed ten (10) MPH. ALL FOUR WHEELERS AND ATV'S MUST HAVE A CAR NUMBER THEY ARE ASSOCIATED WITH IN A LEGIBLE MANNER SO THEY CAN BE IDENTIFIED AT A DISTANCE. CAR OWNERS WILL BE RESPONSIBLE FOR THESE VEHICLES AT ALL TIMES. THIS ALSO INCLUDES MOTORCYCLES AND MOTOR DRIVEN BIKES!!!

No changing of car numbers at the track will be permitted, except by officials for scoring purposes by adding a letter to a number.

CALIFORNIA 305 SPRINT SERIES and its members shall conduct themselves in a professional manner at all events, or while promoting (including wearing of any official markings). If it is found that someone is not conducting themselves as such, this could result in

immediate removal from duties.

Any member (team, fan, friends, family etc.) that attempts to and/or does physically abuse any event official, including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc. will be subject to disqualification and/or fine up to \$750 and/or suspension and/or legal action including but not limited to the member who caused the harm to be financially responsible for any and all medical care that may be needed, if equipment is damaged member may be subject to cost of replacement of equipment.

Any member that verbally abuses any (series, track, or otherwise) event official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CSS officials. Maximum = \$5,000.

In the event a rule is unclear or there is clarification needed, please contact the Series Director at contact information listed on the front page as well as at the end of this document.

Actions have consequences and we hold drivers/teams to a higher standard than the general public.

In the event there is a 'disagreement' that gets out of hand, security will be called. Then they will report back to the Series Director who will decide the next course of action.

Series Director may consult with the Board of Directors at any time when discussing penalties, disqualification, or suspensions.

### **1.1 PIT AREA SAFETY**

These rules, regulations, and policies are put in place for your safety and other drivers' safety. Following such rules is not an option, these rules are to be followed at all times. Bear in mind these rules may differ from the track's safety rules. All rules are to be followed by CSS drivers/teams/officials at all times.

- Everyone in the pits shall have proper pit pass on at all times.
- No consumption of alcohol or other mind-altering substances prior to or during racing.
- No physical violence or verbal violence.
- Car number must be CLEARLY visible on ALL motorized vehicles.
- No more than 2 riders per quad or motorized vehicles unless there is a secure seat for each rider.
- Kids under the age of 13 must be accompanied by an adult.
- Reckless driving, speeding, cutting cars or others off will not be tolerated. One warning will be given by an official. Second offense the motor vehicle will be parked the rest of the night and may be fined. Repeated violation may result in permanent ban of all motorized vehicles for the team/driver.

**BEWARE of your surroundings at all times!** In the event a person is injured in the pit area due to negligence such as, being on their phone, having both ear buds in, headphones on, texting, not following track and series rules, as set forth above will waive their right to any protection the

series or track may offer. This is considered negligence, and this will be your only warning. We ask everyone in the pits to have one ear free, so they are able to hear what is going on around them, cars running, quads, trucks, and other track event vehicles.

These rules along with the track rules will be in full force and effect at all times. It is your (driver/team owners) responsibility to read, understand, and inform your crew, family and friends of how to conduct themselves in and around the pit area.

## **DRIVER EXPECTATIONS & REQUIREMENTS**

Drivers are expected to respect officials, competitors and fans on and off the track. Represent yourself, the series, and sponsors with the utmost respect.

### **Age Requirement - MUST BE 14 by August 31.**

As per the IMCA requirement Drivers under the age of 18 are required to do the following:

- Submit IMCA Notarized parental consent form - signed by both parents or legal guardians.
- Submit copy of birth certificate prior to competition.

Drivers who are 13-15 years of age must do the following in addition to the above:

- Furnish a Recap of Drivers racing experience
- List of tracks at which they will be competing

These forms are available for \$50 processing fee from IMCA and must be received in the IMCA office and APPROVED prior to any competition- **NO EXCEPTIONS**

## **SECTION 2**

### **2.00 Safety Requirements**

CALIFORNIA 305 SPRINTS SERIES rules supersede any other rules for series or divisions racing. Each Competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be acceptable for competition at every event. Each Competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment. All cars are subject to safety inspection at any time. If the Technical Inspector or Series Director deems a car has not met the track safety rules, that car will not be allowed to compete until all the discrepancies and deficiencies are corrected. It is the responsibility of the driver, car owner and mechanic individually and collectively to have their car free from mechanical defects, and in safe racing condition and properly inspected prior to an event.

No modifications to safety equipment are allowed. Safety equipment must be used per the manufacturer's instructions.

At any time and for any reason when a car is push started the driver must be dressed in proper racing attire, including helmet, fire suit, gloves, shoes etc. and he/she must use all required safety equipment (seat belts etc.). You may be fined up to \$100 or penalized if found in violation.

## **Safety Equipment**

Snell rated SA2015 or SA2020 helmet required. Recommended: Fire retardant padding.

SFI-approved full fire suit required. Recommended 2-layer. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required.

Right and left seat head supports required if using head and neck restraint system.

**HIGHLY 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. Safety belts no more than two years old.

Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

## **Fire Suppression System**

Fire Suppression Systems are **HIGHLY RECOMMENDED**. A fire suppression system that meets the SFI 17.3 specification must be installed and functional.

- The system must be fully charged and display a legible and valid SFI 17.3 and manufacturer label, easily viewable at any time. Cylinders that are beyond useful certification date must be inspected, serviced, and re-labeled by the manufacturer.
- If the system is out of date, you will be expected to meet weight rule requirements as if you did not have one (1575 lbs)

## **5.00 Sponsors Expectations**

Any Sponsor Decals, required decals, will be provided by CSS prior to or at the first race of the season.

If decal is not displayed or refused to be displayed properly in the designated portion of the car will result in; no points (local or national), no start money, no winnings (money or contingent), no tow money, or any other winnings or trophies. You will be able to race if all the requirements and other CSS rules are complied with.

The Series Sponsor decals must be displayed on outer wing panel in the lower right corner of the panels, both sides. Example: Look at NARC, High Limit, World of Outlaws.

Associate Series Sponsor decal must be displayed on outer wing panel in the lower right corner of the panels, both sides next to the series sponsor decals.

More sponsors and decals may be added throughout the season or for one just race.

If drivers/teams use social media, it is asked that you tag/promote sponsors as much as possible. This will show potential sponsors the exposure they will get and show our own sponsors how much they are appreciated.

## SECTION 6

### **6.00 Duties of Officials**

Each official is responsible for reporting any violations or the rules and procedures to the Race Director. This includes any disrespect towards track or series officials.

All CSS officials will be wearing official shirts.

**ALL OFFICIALS ARE AT THE TRACK TO HELP CONDUCT A SAFE AND PROFESSIONAL OPERATION BY BOTH THE RACE AND THE RACE FAN. ANY ABUSE, BE IT VERBAL OR PHYSICAL, WILL NOT BE TOLERATED AND WILL RESULT IN A FINE, SUSPENSION, OR EXPULSION FROM RACING OR ATTENDANCE PRIVILEGES AT THIS FACILITY.**

#### **Series Director**

- Conducts Drivers Meetings
- Responsible for setting fines and penalties
- Enforcement of rules, regulations, policies and procedures according to IMCA/CSS
- Set curfews and final lap counts
- Controls starts and conditions on the track to the drivers via Raceceivers.
- Decide in accordance with the promoter, on major suspension and/or peace bond penalties.
- Responsible for answering questions/concerns on line-ups or finishing orders.
- Person in charge of ALL race activities for CSS on each event night. Invoices race track each night.

#### **Pit Steward**

- Posts line ups
- Responsible for getting cars to staging in a timely fashion.
- Responsible for notifying series and track officials of any scratched cars/drivers.
- Handle questions regarding format or relay questions to Series Director when necessary. - Conducting Pill Draw, collection of pill draw money, responsible for relaying pill draw numbers & money to Series Director.
- Assists the track officials in the infield while CSS is on track.
- Assists Staging in Hot Pit.
- Assists in staging as needed.
- Ensures drivers are in proper safety gear when being pushed off at all times.
- Fire suit, gloves, neck restraints, helmet, seat belts are fastened

#### **Staging**

- Ensures all cars are in staging.
- Communicates to Pit Manager when a car is missing or needed.
- Tells push trucks when to push cars on the track.
- Ensures all cars get on track in a timely manner.

- Communicates to Series Director any questions or concerns.
- Ensures drivers are in proper safety gear prior to being pushed out.
- Fire suit, gloves, neck restraints, helmet, seat belts are fastened

### **Technical Inspector**

- Report rule violations to director.
- Perform random checks for required safety equipment.
- Performs random technical inspections on all cars to confirm adherence to stated rules.
- Performs or supervises protest tear downs and random fuel checks.
- Performs pre-race and post-race inspections.

## **SECTION 7**

### **7.00 Race Night Format/Information**

**ROOKIES:** You are a rookie if one of the following applies to you: Never driven a sprint car or Ran less than 10 races with the 305's.

- **Rookies** will be marked with a brightly colored object which will be tied to the chassis of the car visible to drivers and officials.
- **Rookies** will follow the same format as the rest of the class with the exception of heats and mains (mud pack, hot laps, qualifying, heats, main) of which will automatically be sent to the rear.
- **Rookies** will start in the rear of ALL races until it is determined that they are not a risk to themselves or others. This determination will be at the Race Director's discretion and voted on by the board.

Along with the Series Director you must be cleared by two (2) of three (3), of your fellow competitors, these competitors shall be picked by the Series Director.

All drivers/teams must participate in mudpack. No mudpack, no racing. (Unless technical issues arise).

We will be using MyRacePass for our line ups and all other track and race night information. Please utilize this as a tool, to save you and your team time.

Each race will be conducted in the exact same manner UNLESS there is a special event or sponsor requesting otherwise. If this is the case, you will be notified as soon as possible.

Driver's meeting is **MANDATORY!** If CSS race official finds you not at the drivers meeting, you will be place in the last heat, starting in the rear, regardless of pill draw or qualifying time.

**Raceceiver** will be checked at the Driver's meeting to ensure you are on the right channels and can hear the Series Director. Please if you have one that operates on a battery, replace the battery each night. If you have a rechargeable one, ensure it is fully charged. This will allow the show to move quickly and more efficiently. 454.000

It is the driver's responsibility to ensure a transponder is on the car and functional before it hits the racing surface. It is the responsibility of the driver to ensure the transponder number is accurately recorded with scoring officials. It is highly recommended to use your own transponder, CSS will have a few on standby in case of failures or loss happens (rental fee of \$20 applies).

Any two-way communication from crew to driver in any electronic way is **PROHIBITED**. No cell phones, no smart watches, no radios, or any other type of two-way communication is allowed on the track. The only electronic communication device allowed is a Raceceiver. If caught with a two-way communication in any way, you are done for the night and will be fined \$100.

**Check-in:** You **MUST** do a **PRE-REGISTRATION** through MyRacePass no later than Tuesday night at **9:00pm**. This helps with preparation for the race events, schedules and payouts. Registration will be date and time stamped. Even if you are unsure, register anyways!

**SANTA MARIA ONLY:** Quick Change Liquid Energy will be paying \$175 to the first 15 teams traveling over 75 miles who have pre-registered to these Santa Maria events. **YOU MUST PRE-REGISTER TO QUALIFY FOR THIS TOW MONEY.**

There will be TIME and DATE stamped on the MyRacePass registration to validate eligibility (teams 1-15) for this bonus tow money.

Eligibility for teams that have qualified for this bonus tow money by being pre-qualified, (teams 1-15) begins when the teams pull through the gate, not on the track.

- Registration will open the Sunday prior to event at 6:00pm and will close Tuesday at 9:00pm. This allows DATE and TIME to be accurate.
- Confirmation email will be sent within 24 hours of receiving registration.
- **ALL DRIVERS** are encouraged to register as there may be no shows and the next person in line will be eligible.
- Early registration is encouraged but not mandatory.

**Pill Draw:** Pill draw is required. This determines where you will qualify.

**Staging:** It is expected that you be in staging when you need to be, this is ensuring the efficiency of the show. You must be ready to be pushed off immediately when in staging. This means for motor heat, wheel pack, qualifying ANYTIME you are to be on track.

- You will be given a **10-minute warning** by an official. This is your cue to start getting ready to head to staging.
- You will be given a **5-minute warning** by an official. You should be in your car, either heading to staging, being pushed out to go to staging. Showing some kind of movement and urgency to get to staging.
- You will be given a **2-minute warning** by an official. You should not be in your pit area, you should be in staging or close to staging, ready to hit the track! If you are not in staging at this point you are LATE!

- In the event you are **LATE**, you will start in the back. Late is defined as not being in staging, strapped in, ready to race. You will be sent to the rear of the field. If there are equipment issues or other incidents going on, communicate it to the official so they may relay that to the Series Director.

**Qualifying:** You will go out for qualifying in the order of pill draw. Qualifying will be a two-lap session. (Green/White/Checkered)

- Two (2) cars will go out at a time for qualifying. (Unless otherwise determined).
- In the event of a car showing up late (missing their spot) in qualifying you will be put at the rear.
- In the event it is visible or obvious mechanical issues, you have ONE re-run at the end of the session. If you are the end, you will have 2-minutes to either work on it or elect to start in the rear of the heat.

**ALL cars must go to scales!** If you miss scales, you will be put to the rear. If you miss scales and go to your pit and go back to scales, you will be scored at the end of lead lap cars. In the event the scales are unavailable for any reason, you will not be penalized. We rely heavily on tracks and their scales, therefore we do not have control of them.

**Heat Races:** Heat races will be the following; fastest qualifying time will start 4<sup>th</sup> in the 1<sup>st</sup> heat race. (8 Laps)

- Winner from last heat race pulls a pill; 4,6,8 for feature line up
- 360 one and done. Spin out once, that draws a caution, that is not for safety reasons, car will go to the rear. The second spin out car is done for that race.

**ALL cars must go to scales!** If you miss scales, you will be put to the rear. If you miss scales and go to your pit and go back to scales, you will be put to the rear.

**Feature:** Top 4 from each heat will get qualifying times back, with invert of pill drawn by winner of the last heat race. Top 4 will line up by qualifying for those who transfer.

20 laps (25 min) if there is 10 cars or less

25 laps (30 min) if there is 11 or more cars

Top 4 report to scales then tech. After the checkered flag is waived.

If you do not report to scales or tech, or you go to your trailer before scales and tech after the race, you will be scored last and receive no points/money for the night, no questions asked.

## **Payout**

**Pay Outs:** Payout will be from the track to the Series Director. The Series Director will then pay drivers accordingly. If the track pays the promoter the same night, it will most likely be in the form of a check, which the promoter will need to deposit and wait for it to clear. Once cleared checks pay outs will be disbursed in the way the team/driver has elected to receive payouts. We have every intention to pay all racers before leaving the race track.

To be eligible for start money, from the track, you must take the green flag in the A Main.

To be eligible for payout of any other monies, you must have the California 305 Sprint Series sticker, the series sponsorship sticker and associate sponsors sticker affixed to the right side wing board. In the event the stickers are not in the proper placement, no monies will be paid to the team/driver. The monies will be placed into a points fund for the end of the year. All driver/team over must have a completed 1099 on file California 305 Sprint Series Promoter to ensure proper payout.

Correct contact information, including mailing address must be on file with California 305 Sprint Series Promoter to ensure proper payout.

## **SECTION 8**

### **8.00 Race Rules**

#### **Initial Starts**

Will be double file, at the cone coming out of turn 4, the pole position sets the pace. Jump start lose two spots. Nose to tail, side by side coming to the green.

#### **Restarts**

Single file restarts, nose to tail, no passing before the flag stand. Cone will be set out to ensure no passing before flag stand. Hit the cone go to the rear.

If there is a jump on the start or passing before the cone, the driver will be scored two spots back from where they finish the race. (Including points, contingencies, or monies).

#### **Spin to Avoid**

This call will be made at the discretion of the Series Director. If deemed unnecessary, car will be place at the rear of the last lead lap car. If it was necessary, car will get their spot back.

#### **360 Rule**

Each 360 or spin out will bring a yellow out and the car will be charged with that yellow. Intentional stopping (not due to safety reasons), spinning out, or drawing a caution for no reason, will result in position penalty of going to the rear of the last lead lap car.

Cars involved in a race stoppage during the semi or main event that go to the work area will be given two-minutes, from the time the car gets to the hot pit, to make repairs once they reach the work area. This rule no longer applies once the semi or main reach the halfway point, or curfew issues come into play. There is no allotted repair time provided during the heat races.

If a car goes to their pit area instead of the designated work area during the semi or main, car is done for the race.

#### **Flags**

Driver who does not obey the flag rules will be subject to lap penalties, time penalties, disqualifications and/or be fined.

## **Green means GO**

The green flag will indicate the start or restart of an event. After the cars are lined up in the correct order, the (yellow) lights will be turned off; this indicates the race will start on the next exit out of turn four. In the event of a false or poor start, the yellow caution light will come on as the leaders reach the backstretch. The start will then be reattempted.

If one or both front row starters jump the start, one or both may be placed back one row by the call of the Director of Competition.

Any car(s) advancing positions before the start or before the cone on a restart will be penalized two positions for each position gained. Penalty will be assessed at the next race stoppage or end of the event.

## **Yellow means SLOW (Caution)**

There is no racing back to the flag stand when a yellow is displayed. As soon as the yellow comes out you **MUST** slow down! Do **NOT** race back to the flag.

A yellow flag condition is considered a race stoppage. Cars will slow to a pre-race speed and maintain a single file line. Cars out of position will be advised by track officials where to line up. When caution is displayed on track, any car going into the pits will be allowed to restart at the rear of the field and not lose a lap provided the race has not been restarted.

If you get out of your car on a yellow, you are considered **DONE** other than for safety reasons.

If you get out of your car and leave it, the car will be towed to infield and left. The tow truck driver is unable to know where your pit is and you need to assist tow truck to do as little as damage moving to your car to the pits, they are there to help.

If a pace truck is on the track, no cars are allowed to pass without permission. Violators will be fined \$100 for the first offense and be sent to the rear of the field or disqualification on the second offense.

Cars involved in the race stoppage that go to the work area will be given two-minutes to make repairs once they reach the work area. Returning line-up will be in the order of the last scored lap.

Thirty-minutes (30) prior to curfew (Curfew to be stated at the pit meeting) if you go to your pits there are no courtesy times, but you may return under the next yellow.

No pit crew is allowed on the racetrack during yellow flag. (\$100 fine after first warning).

Any car that receives one (1) charged stops in a heat race, or (two (2) charged stops in the Main Event) (yellow or yellow/red). (Heats are 1 and done, Mains are 2 and done).

If a car(s) spins and is not able to restart and we have courtesy laps available, we will go yellow and if there is NO courtesy laps available and car(s) are deemed safe by Director of Competition a yellow flag will NOT be thrown.

### **Blue with Yellow Stripe**

**Leader (or lead lap) cars are approaching, hold your line.** If you are running the bottom stay bottom, if running top, stay top, middle stay middle. This will allow the leaders to navigate around you.

### **Red means STOP (Like a stop sign)**

A red flag is usually a result from a flipped car or unsafe track conditions. You see a RED flag or light you stop as safely as possible.

Drivers must stay in the car while under red flag conditions, unless there is a safety concern OR you have been told by an official you are able to get out.

Cars that blatantly drive past the crash scene will be penalized or disqualified. Stop as safely as possible.

Cars stopping must stay off the inner apron and not block openings where emergency personnel or support vehicles respond from.

A charged stop will be when a car brings out the yellow/red flag by their own actions and not as the result of trying to stop to avoid another incident on the track. A car that stops to avoid a problem will go to the back but will not be charged for the stop, unless they were. (Stop to avoid with no contact with another car, pointed in racing direction).

Cars entering the work area during a red flag condition, that complete the work before the race is ready to resume, will be allowed to restart at the rear of the line-up. Line-up will be in the order they return to the track and the last scored lap (No courtesy laps on red). If the car/driver was not involved with the initial yellow/red, and they come into the pit area, you will be sent to the rear of the field. (This does not apply to safety issues).

Under red flag conditions: On a "Closed Red," No pit crews may be on the track. If you work on your car you are done for that event. You may ask an official if you need your car in the work area, at which time you give up your position on the track and go to the back of the field. On an "Open Red," designated work area – any work is permitted with exception of a tire change. If a tire is changed, the car must restart at the rear of the last lead lap, in front of any cars that went to the work area.

If a car is involved in an accident, only emergency personnel, track officials, and/or series officials are allowed at the car.

Persons not directly involved with the car(s) involved in the accident must stay back. Violations will result in a fine.

When the “Clear the Track” command is given, all personnel must leave the track in a timely manner, Violation of this will result in the car being penalized to the rear of the line-up or disqualification, Air horn blast is one minute to clear the track.

No splits are scored on a Red Flag. The field is frozen and will revert to the last completed lap scored.

### **Black Flag (You’re Done)**

The black flag means you have been disqualified for one reason or another and must report to the work area for an explanation. If the driver does not go to the work area, the driver will not be scored, and receive last place points.

If you get a folded black flag pointed at you, this is your warning.

Drivers that are black flagged for mechanical or safety reasons may return to the event once repairs are made and the track is open.

If a driver is black flagged and stops to create an intentional yellow, driver is subject to a penalty or fine not to exceed \$200.

A furled black flag will be a warning against on track violations.

Any flat tire with rim touching the race surface may be black flagged (safety item) at the discretion of the CSS Series Director.

A damaged wing or body parts may be black flagged (safety item) at the discretion of the CSS Series Director.

Any car that is black flagged for consultation during a caution period will retain its position only if the CSS Series Director deems the car ‘clear’ and permit it to return directly to competition without adjustment.

Any car that does not race on the designated racing surface to better its position will be black flagged and penalized at the discretion of the CSS Series Director.

### **White Flag (1 Lap to go)**

The white flag represents one lap remaining for that event. If there is a caution or red, and less than ½ of the cars have not crossed the flag stand, a green-white-checkered two lap shootout will take place.

## **Checkered Flag (RACE IS OVER)**

A checkered flag will indicate the end of an event.

If the leader receives the checkered flag, crossed the designated Start/Finish line, and the race is stopped before all cars cross the Start/Finish line, the race will be scored complete. The cars crossing the finish line before the stoppage will be scored accordingly, the remaining cars will be scored as they had completed the previous lap. Cars involved in the stoppage will be scored last on their respective lap.

Winners must report directly to scales after the interview. The winner may take 1 victory lap and when it is safe (no other cars on the track), driver may do 'donuts' in the **corners only**. Failure to comply can result in forfeiture of winnings and points for the night.

If you believe there is an error in scoring, please speak with the score keeper at the track. The series is not in charge of scoring.

## **SECTION 9**

### **9.00 OTHER PENALTIES & 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 may require pre-entry. All cars must have valid RaceSaver® seals and meet all rules. The spirit and intent of RaceSaver® shall prevail.

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.

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.

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.

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.

**TIRES:** 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

Chemically treated tires 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.

The altering of any tire compound by any means is not permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering, and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires, any penalty deemed appropriate by CSS Officials may be issued. Another competitor may protest the rear drive tires.

Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the competitor upon inspection of the tires

The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time while the tire(s) were being analyzed will be considered as part of the penalty time.

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.

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.

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.

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

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. 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. 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.

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.

**Muffler/Exhaust: Must be in compliance with track standard, no more than 95 db.**

## SECTION 10

### 10.00 POINTS

#### **National Points**

Our National points season is January 1<sup>st</sup> to September 30<sup>th</sup>.

IMCA RaceSaver National points:

1- 40 points

2- 39 points

3- 38 points

In the event there is less than 10 cars entered in the feature, points will be adjusted to one less point per position, 9 cars:

1- 39 points

2- 38 points

3- 37 points

If there are 8 cars:

1- 38 points

2- 37 points

3- 36 points

National points ‘full time’ is considered racing 10 or more races during the IMCA points season of January to end of September.

After each race, the Series Director will relay the finishing order and points to IMCA for updating on their website as soon as possible.

To obtain the track start money, you must take the initial green flag in the feature. (Unless otherwise told by the Series Director).

The Promoter and Series Directors calls are made at their discretion, if there is a disagreement, you may approach them at the end of the night and discuss it in a professional manner. If he or she believes you are acting inappropriately you may lose points, any money you were able to get, be suspended for one or more races, or other action deemed necessary.

**YOU MUST THANK SERIES SPONSORS** we understand it may be hard but mentioning the sponsors goes a long way in continuing to build relationships and partnerships.

**ALL SPONSORS** will be on **OFFICIAL** shirts. **READ THE SHIRT!** Missing sponsors may result in fines or penalties.