

CRSA Sprints Announce Rule Book Revision

For Immediate Release – August 6, 2025 – by Nick Fultz

Effective immediately, revision B of the CRSA Rulebook has been published and will now remain in effect for the remainder of the 2025 race season.

Notable changes to the book are the addition of section K of the rulebook, which outlines the procedures for protests of engine, tire, and other technical rules. Clarification of tire rules, which outlines that only DRY grinding of tires is allowed, as well as no tire wrapping is permitted. Also, clarification on allowed Valve Retainers with Specifications. Rule additions have been highlighted in yellow. The entire section K is new to the rule book in this revision which can be found in the rules/forms section on our website.

K. Protests

1. All protests must be turned into the CRSA Race Director within fifteen (15) minutes of the checkered flag and/or conclusion of the race.
2. The protest fee (cash or check) must be paid at the time of the protest.
3. Only the car owner or driver of the car may submit an official protest.
4. Any refusal of inspection and/or non-compliance during an official protest will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by CRSA Series Management and/or CRSA Series Owner(s).
5. If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee. Lab and machine shop fees incurred shall be paid by the person filing the protest.
6. If the car protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the filing fee. Lab and machine shop fees incurred will be paid as part of the penalty.
7. Any altercation relating to an incident with Officials and/or any other racing participants regarding the protest by the team filing the protest will nullify the objection.
8. PROTESTING FEES:
 - i. Engine teardown: One thousand USD (\$1,000) plus one hundred USD filing fee (\$100), which will be held by the CRSA Race Director until said engine is inspected. Specific Rule Inspection Required
 - ii. Fuel test including chemical analysis: Five Hundred USD (\$500) and a Fifty USD (\$50) Filing fee.
 - iii. All other technical protests: Five Hundred USD (\$500) and a Fifty USD (\$50) filing fee.
 - iv. Tire Protests: Three hundred USD (\$300) plus a fifty UDS (\$50) filing fee. One Hundred Fifty USD (\$150) will be returned to the winner of the protest and One Hundred Fifty USD (\$150) will be used as lab and shipping fees.
9. TIRE PROTESTS: Tire protests may involve any tire. The fee will be \$300 per tire. The protest will require the confiscation of the tire(s) protested. The tire(s) involved in the protest will be shipped by CRSA Management to the authorized laboratory for benchmark testing. The determination of the facility will be final and non-appealable
10. The CRSA Race Director or Series Owner reserves the right to accept or deny any protest based on their sole discretion. Grudge protests and/or any protest that are not in the spirit of good standing will be denied.

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For further questions or concerns, please reach out to Mike Emhof.

The CRSA Sprints are celebrating their 20th anniversary in 2025 and are brought to you by A-Verdi Storage Containers. Associate sponsors include Pit Stop Convenience Stores, DisBatch Brewing Company, Dandy, Joe's Garage, Westward Painting Company, Elab Smokers Boutique, iFreeze Storage & Distribution Center, the Maguire Family of Dealerships, Powdertech Powdercoating, Ruggles World of Auto Body, PJC Business Ventures, Profab Enterprises, Magsarus Ignitions, Highside Racewear, Hoosier Racing Tire, Insinger Performance with their Stinger Race Fuel, My Race Pass and is owned and operated by Mike Emhof Motorsports.

For more information on the series, results and points, please visit our website, www.crsa.myracepass.com and like and follow the CRSA Sprints on Facebook and X @CRSASprints.