



COLLEGIATE RACING SERIES

# Collegiate Racing Series General Competition Rules 2026

Updated through 04/30/2026



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The General Competition Rules (GCR) of the Collegiate Racing Series are intended to assist in the orderly conduct of race events. They are in no way a guarantee against injury or death to participants, spectators, or others. No express or implied warranties of safety or fitness for a particular purpose are intended or shall result from publication of or compliance with these rules.

## **FOREWORD**

Electronic and printed editions of the GCR are available. The electronic edition may be updated during the calendar year and will be available on the CRS website. The electronic editions take precedence over the printed edition. Express permission is granted members and others to transmit and use the electronic editions for purposes related to CRS Road Racing activities.



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## Welcoming Environment Statement

The Collegiate Racing Series is committed to fostering a welcoming, inclusive, and respectful environment for all participants, officials, volunteers, and spectators. We believe motorsport is at its best when it reflects the teamwork, innovation, and sportsmanship that define the collegiate spirit.

Every individual, regardless of background, experience level, gender, race, or field of study, has a place within the CRS paddock. We encourage healthy competition, collaboration, and mutual respect both on and off the track. Harassment, discrimination, or unsportsmanlike conduct of any kind will not be tolerated.

Our community thrives on learning, mentorship, and the shared pursuit of excellence in engineering, driving, and leadership. Together, we strive to make collegiate motorsport a positive, inspiring, and empowering space for everyone who shares our passion for racing.



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# 1. CONTROLLING COMPETITION

## 1.1. Collegiate Racing Series (CRS)

The Collegiate Racing Series (CRS) is an intercollegiate motorsports organization dedicated to promoting safe, fair, and educational competition among student-built and student-operated race teams. CRS governs the conduct of collegiate racing events, supports the development of engineering and driving talent, and upholds the standards of sportsmanship, innovation, and integrity.

CRS operates as a national body, sanctioning events hosted by recognized collegiate chapters and affiliated circuits. Its authority extends to all competition, technical, and procedural matters outlined in the CRS General Competition Regulations (GCR).

## 1.2. CRS General Competition Regulations (GCR)

The CRS GCR establishes the official framework governing all competition, technical, and conduct standards for CRS-sanctioned events. It includes the rules, safety procedures, and administrative requirements necessary to ensure consistent, equitable, and educationally enriching racing across all member institutions.

### 1.2.1. Replacing the CRS GCR

A new edition of the CRS GCR will be published annually at the start of each academic year. Each new edition supersedes all prior versions. Rule updates



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or clarifications published through official CRS communications take effect on their stated release date and remain valid until incorporated into the next edition.

### **1.2.2. Revising the CRS GCR**

Rule changes or clarifications may be proposed by the CRS Competition Board, Technical Committee, or participating collegiate teams. Emergency amendments addressing safety or fairness may take immediate effect upon written approval by the CRS Executive Board.

All revisions will be published on the official CRS website and distributed to chapter leadership for implementation.

### **1.2.3. Interpreting and Applying the GCR**

The CRS GCR shall be interpreted with clarity and fairness, recognizing that not every possible situation can be specifically addressed.

Mandatory terms include: *shall, must, will not, and may not.*

Permissive terms include: *may and should.*

In case of ambiguity, the CRS Competition Board shall determine the intent of a rule. Their interpretation shall be final. Teams are encouraged to seek clarification in writing prior to competition.



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#### **1.2.4. Submitting to the GCR**

By entering a CRS-sanctioned event, all participating universities, teams, and individuals acknowledge and agree to:

- A. Familiarity with and adherence to the CRS GCR.
- B. Acceptance of all decisions made in accordance with these rules.
- C. Renunciation of any right to external arbitration or litigation regarding competitive or disciplinary outcomes without the written consent of CRS.

#### **1.3. Assumption of Risk**

Participation in motorsport inherently involves risk. All drivers, teams, and crew members accept responsibility for their personal safety and that of others. Each participant acknowledges that involvement in CRS activities may result in property damage, injury, or death, and agrees not to hold CRS, host institutions, sponsors, or officials liable for such outcomes.

All participants must sign the official CRS liability waiver and are bound by its terms upon entry or participation in any sanctioned event.

#### **1.4. Media Rights**

By participating in any CRS-sanctioned event, entrants grant CRS and its affiliates the unrestricted right to use, reproduce, and distribute all images, recordings, and representations of participants, vehicles, and team materials for promotional, educational, or commercial purposes, without limitation in time or territory.



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CRS may assign or license these rights to sponsors, media partners, or educational affiliates to further the mission of collegiate motorsport development.



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## 2. PARTICIPANT CONDUCT

### 2.1. Standards of Behavior and Sportsmanship

All participants; drivers, team members, officials, and volunteers, are expected to conduct themselves to the highest standards of integrity, professionalism, and sportsmanship.

Actions that compromise the safety, fairness, or reputation of the Collegiate Racing Series, its affiliated institutions, or the motorsport community are strictly prohibited.

The purpose of CRS competition is not only to race, but to learn, collaborate, and exemplify leadership through engineering and driving excellence.

Respect toward fellow competitors, officials, and volunteers is mandatory at all times, both on and off the track.

Failure to uphold these standards may result in disciplinary action, including fines, probation, disqualification, or suspension from future events.

### 2.2. Breach of Conduct

The following are examples of behavior that constitute a breach of the CRS GCR:

1. Unsportsmanlike conduct: including physical or verbal altercations, disrespectful behavior, or malicious intent toward another participant.
2. Fraudulent activity: falsifying entries, manipulating data, or misrepresenting team information or results.



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3. Reckless driving: endangering competitors, crew, or spectators through careless or aggressive actions.
4. Disobedience: failure to follow directions issued by event officials, track marshals, or CRS representatives.
5. Tampering: altering or disabling required safety systems, data equipment, or scrutineering devices.
6. Misrepresentation: improper use of another institution's name, logo, or credentials.
7. Violation of the CRS Welcoming Environment Statement: any act of harassment, discrimination, or behavior that diminishes the inclusivity and integrity of the series.

### **2.3. Team Responsibility**

Each team is collectively responsible for the conduct of its members, including drivers, engineers, and guests.

Misconduct by any team member may result in disciplinary action against the entire team.

Teams are responsible for ensuring that their paddock and pit areas are maintained in a professional, safe, and clean condition throughout the event.

Each entrant is accountable for understanding the CRS GCR and ensuring that all participating members do the same.

### **2.4. Alcohol, Drugs, and Impairment**

Safety and professionalism are paramount.



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**Alcohol:** No driver, team member, or official may consume alcohol until all official on-track activity for their team has concluded for the day.

**Drugs and Controlled Substances:** The use or possession of illegal drugs, or any substance that may impair judgment or reaction time, is strictly prohibited.

**Prescription Medication:** Any medication that may impair a participant's ability to operate a vehicle or perform official duties safely must be disclosed to the event's medical officer or chief steward prior to competition.

Violations may result in immediate removal from the event and further review by the CRS Competition Board.

## **2.5. Conflicts of Interest**

Officials, instructors, or judges may not oversee events or make rulings involving their own university, business partners, or immediate family members.

Event stewards must disclose any potential conflicts of interest to the CRS Competition Board prior to the event.

## **2.6. Responsibility for Minors**

Parents, guardians, or authorized team officials who sign a minor waiver are fully responsible for the conduct and safety of that minor.



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Minors must adhere to all event rules, safety requirements, and restricted-area regulations.

## **2.7. Drones and Unmanned Aircraft**

The operation of drones or unmanned aircraft during a CRS-sanctioned event is prohibited unless expressly authorized by CRS and the host facility.

Approved operators must comply with all FAA Part 107 regulations and provide proof of liability insurance naming CRS and the host venue as additional insureds.

## **2.8. Medical Fitness**

Each driver and participant is responsible for maintaining physical and mental fitness appropriate for participation in motorsport.

Any participant experiencing medical conditions that could impair performance or safety (including concussion, loss of consciousness, or major injury) must report to event medical staff immediately.

Participants cleared by medical officials may resume activities only upon written approval.

Teams are encouraged to keep emergency contact and medical information readily available during all events.

## **2.9. Representation and Media Conduct**



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Participants are representatives of their institutions, their sponsors, and the Collegiate Racing Series as a whole.

All public and online communication, including social media posts, interviews, and content creation, must reflect the professionalism, inclusivity, and educational mission of CRS.

Conduct deemed harmful to the reputation of CRS, its members, or partners may result in disciplinary action.



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## 3. EVENTS

### 3.1. TYPES OF CRS EVENTS

The Collegiate Racing Series (CRS) sanctions and manages multiple types of events designed to provide a complete developmental ladder for collegiate drivers and teams. All events are governed by the CRS General Competition Regulations (GCR) and any applicable Supplemental Regulations.

#### 3.1.1. CRS Race Events

CRS Race Events are the primary competitive format for both the A-Series and B-Series.

Both series compete on track simultaneously in endurance-style races lasting between 30 and 120 minutes, depending on the venue and event schedule.

- **A-Series (Spec ND Miata Championship):**

The A-Series is the premier competition division of CRS, utilizing identically prepared ND Miata race cars manufactured and maintained by the Collegiate Racing Series. These vehicles are governed by the CRS Spec ND Miata Technical Regulations.

A-Series events award Championship Points, contributing to team and driver standings that determine annual collegiate titles and invitations to the CRS National Championship.

- **B-Series (Open Class Development Division):**



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The B-Series is an open-class environment intended to increase accessibility to racing and encourage student participation at all levels. Eligible vehicles may include school-built, team-owned, or personally prepared cars that meet CRS safety requirements.

B-Series participation does not award championship points but allows members to gain on-track experience, develop team operations, and participate alongside A-Series competitors in a shared field.

### **3.1.2. CRS Competition Schools**

Competition Schools are instructional events designed to prepare new drivers for full competition licensing.

These programs combine classroom sessions, guided track instruction, and supervised practice races.

Successful completion of a CRS Competition School results in the issuance of a Provisional Competition License, allowing the participant to enter A-Series or B-Series race events upon approval by the CRS Licensing Committee.

### **3.1.3. HPDE and Time Attack Events**

CRS partners with FARA USA to provide members with access to High Performance Driver Education (HPDE) and Time Attack events.



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These programs are managed and insured through FARA USA, with CRS oversight ensuring that student participants adhere to CRS standards of safety, conduct, and representation.

Participation in FARA-partnered events may be used toward licensing experience or driver development requirements, as approved by the CRS Licensing Committee.

### **3.1.4. Demonstration and Exhibition Events**

CRS may sanction or co-host non-competitive events for promotional or educational purposes, including demonstrations, car shows, and community outreach programs.

All demonstration events must adhere to CRS safety regulations and be approved by the CRS Executive Board.

## **3.2. EVENT SANCTIONING AND APPROVAL**

All CRS events must be sanctioned by the Collegiate Racing Series and listed on the official competition calendar.

Host universities or partner organizations must submit sanction applications no less than 45 days prior to the proposed event date.

Sanctioned events must comply with CRS safety and insurance standards, as well as all applicable track and state regulations.

CRS reserves the right to modify, reschedule, or revoke event sanctions in the interest of safety, fairness, or logistical necessity.



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Supplemental Regulations for each event must be approved by CRS and distributed to all entrants no less than two weeks prior to the event.

### **3.3. EVENT ADMINISTRATION**

Each CRS-sanctioned event shall operate under the supervision of designated officials approved by the CRS Executive Board, including but not limited to:

- Event Director – Oversees all operations and safety compliance.
- Chief Steward – Responsible for enforcing the GCR, Supplemental Regulations, and on-track discipline.
- Chief of Timing and Scoring – Manages official timing systems, lap counts, and results.
- Technical Director – Ensures compliance with vehicle eligibility and safety standards.
- Licensing and Safety Officer – Verifies driver credentials and medical readiness.

### **3.4. ENTRY AND PARTICIPATION**

Entries must be submitted via the official CRS registration portal by the deadlines listed in the event Supplemental Regulations.

Each entry must designate a Team Principal, Driver, and Crew Chief.

Teams must represent an officially recognized college or university.

A-Series entries must utilize CRS-manufactured Spec ND Miatas.



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B-Series entries must meet CRS Safety and Technical minimums and pass pre-race inspection.

CRS reserves the right to refuse entry to any team, car, or driver that fails to meet eligibility, conduct, or safety standards.

### **3.5. SCORING AND AWARDS**

A-Series: Points will be awarded based on official finishing position using the CRS Championship Points Table.

B-Series: Participation recognition only; no championship points are awarded.

Awards may include trophies, collegiate recognition, scholarships, or manufacturer support.

Final scoring and official results are published by CRS following post-race inspection and confirmation by the Chief Steward.



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## 4. LICENSING AND CREDENTIALS

### 4.1. GENERAL REQUIREMENTS

All drivers and team members participating in Collegiate Racing Series (CRS) sanctioned events must hold valid credentials as defined by this section.

Licensing ensures that all competitors possess the necessary experience, training, and understanding of motorsport safety, while membership verifies good standing within the CRS community.

Only properly licensed drivers and active CRS members may operate vehicles or enter restricted areas during competition.

### 4.2. COMPETITION LICENSES

#### 4.2.1. License Recognition

All drivers must hold a nationally recognized competition license approved by the CRS Licensing Committee.

CRS recognizes licenses from the following organizations and others of equivalent standing:

- FARAUSA (FARA)
- Collegiate Racing Series (CRS)
- Sports Car Club of America (SCCA)
- National Auto Sport Association (NASA)
- World Racing League (WRL)
- Historic Sportscar Racing (HSR)



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- Sportscar Vintage Racing Association (SVRA)
- INDYCAR
- NASCAR

Any license not listed above may be submitted for review and approval by the CRS Licensing Committee.

#### **4.2.2. CRS Licensing Structure**

CRS issues two levels of driver credentials:

- **CRS Provisional Competition License (CRS-P):**

Issued upon successful completion of a CRS Competition School or other approved equivalent training program.

Holders of a CRS-P license are authorized to participate in official CRS events under observation.

After completing one full race weekend, either at a CRS-sanctioned event or a partner FARA USA event, the license automatically upgrades to full status.

- **CRS Full Competition License (CRS-F):**

Granted upon successful completion of the CRS-P upgrade requirements.

This license grants full competition privileges and eligibility for A-Series championship points.



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CRS-F licenses remain valid indefinitely, provided the holder participates in at least one sanctioned CRS event per calendar year.

Failure to meet this participation requirement results in the license being placed on inactive status until the driver completes a refresher session or competition school.

#### **4.2.3. Suspension or Revocation**

Licenses may be suspended or revoked for:

Unsafe or unsportsmanlike conduct;

Misrepresentation or falsification of licensing information;

Repeated violation of CRS GCR provisions; or

Failure to comply with disciplinary actions or safety directives.

Suspensions may be appealed through the CRS Appeals Committee as outlined in Section 7.

### **4.3. MEMBERSHIP REQUIREMENTS**

#### **4.3.1. CRS Membership**

All individuals participating in a CRS event, including drivers, team members, officials, and volunteers, must maintain active CRS membership.

Membership provides eligibility for entry, access to official communications, and participation under CRS insurance coverage.



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### **4.3.2. Membership Standing**

Membership must be current and not under suspension or disciplinary review.

Membership is valid for one calendar year and must be renewed annually; or monthly as determined by the type of membership the individual has.

Membership automatically expires or is suspended if the individual is found to have violated the CRS General Competition Regulations, Code of Conduct, or Welcoming Environment Statement.

Individuals whose membership has been revoked must apply for reinstatement through the CRS Executive Board.

## **4.4. EVENT CREDENTIALS AND VERIFICATION**

### **4.4.1. Event Access Credentials**

Each entrant, driver, and crew member must display an official CRS credential or wristband while in restricted areas, including the hot pit, grid, and course access zones.

Credentials are non-transferable and subject to inspection at any time.

### **4.4.2. Minor Participants**

Minors (under 18 years of age) may participate in CRS events only with a signed CRS Minor Waiver and the written consent of a parent or legal guardian.



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All minor drivers must meet the same licensing and safety standards as adult participants.

#### **4.4.3. Verification and Enforcement**

Event officials may request verification of licenses and membership status at any time.

Failure to present valid credentials may result in immediate disqualification or removal from restricted areas.



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## 5. OFFICIALS AND EVENT OPERATIONS

### 5.1. GENERAL AUTHORITY

All Collegiate Racing Series (CRS) events shall be conducted under the authority of the CRS Executive Board and Competition Director.

For the 2026 season, CRS events are hosted in partnership with FARA USA, operating within FARA-sanctioned event weekends.

All competition activity shall therefore adhere to the FARA USA General Regulations and operational procedures, supplemented by the CRS General Competition Regulations (GCR) where applicable.

In any case of conflict between FARA and CRS regulations, the FARA rulebook shall govern matters of event operation, safety, and officiating, while the CRS GCR shall govern matters of collegiate eligibility, conduct, and championship administration.

### 5.2. OFFICIATING STRUCTURE

CRS recognizes and integrates with FARA's officiating hierarchy for all sanctioned competition activity.

The following positions oversee CRS operations during FARA events:

- FARA Race Director – Maintains overall event authority and is responsible for competition control, red flag decisions, and track operations.
- FARA Chief Steward – Enforces the FARA rulebook and competition regulations.



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- FARA Technical Director – Manages vehicle eligibility, scrutineering, and technical inspections.
- FARA Timing & Scoring – Provides official timing data and race results used by CRS for collegiate scoring.

CRS embeds its own representatives within this structure for oversight and collegiate administration.

### **5.3. CRS OFFICIALS**

The following CRS officials will be present at each FARA-partnered event to represent the collegiate division and ensure the fair and consistent application of CRS policies:

- **CRS Competition Director:**

Serves as the primary liaison between CRS and FARA officials.

Oversees collegiate competition operations, ensures compliance with CRS GCR, and resolves issues specific to the A-Series and B-Series.

- **CRS Collegiate Steward:**

Responsible for reviewing collegiate-specific incidents, driver conduct, and eligibility.

Works in coordination with the FARA Chief Steward to determine disciplinary outcomes where collegiate competitors are involved.

- **CRS Technical Delegate:**



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Monitors CRS A-Series technical compliance and maintains the integrity of the CRS Spec ND Miata platform.

Cooperates with FARA Technical staff to verify adherence to both CRS and FARA technical requirements.

- CRS Licensing & Membership Officer:

Verifies driver licenses, membership standing, and collegiate eligibility prior to competition.

Maintains records of participation for license validation and championship points.

#### **5.4. DECISION MAKING AND AUTHORITY**

- Operational Decisions:

FARA Race Control maintains full authority over all operational, safety, and timing matters during the event.

- Collegiate-Specific Rulings:

Matters pertaining to collegiate driver eligibility, conduct, team representation, and CRS point allocation are the responsibility of CRS officials.

- Collaborative Decisions:

In situations where a ruling affects both organizations, CRS and FARA officials shall confer to determine a unified resolution.

- Final Authority:



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For 2026, all on-track competition decisions remain under FARA Race Control and Stewarding authority.

CRS retains final authority on collegiate standings, penalties, and disciplinary actions impacting CRS licenses or membership status.

### **5.5. TRANSITION TO INDEPENDENT OPERATIONS**

CRS intends to establish a full independent officiating and event operations structure in future seasons.

Until such time, the CRS-FARA partnership framework shall serve as the official operational model for all collegiate competition.

This section will be updated annually to reflect the evolving governance and administrative independence of the Collegiate Racing Series.



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## **6. SAFETY AND TECHNICAL REGULATIONS (GENERAL)**

### **6.1. PURPOSE**

The purpose of the Collegiate Racing Series (CRS) Safety and Technical Regulations is to establish a unified standard for safety, vehicle preparation, and technical compliance across all CRS-sanctioned competitions.

These regulations ensure that all participants compete under safe, fair, and educationally meaningful conditions while maintaining cost control and mechanical parity between institutions.

### **6.2. GENERAL SAFETY STANDARDS**

#### **6.2.1. Safety Responsibility**

The safety of each vehicle and participant is the responsibility of the entrant and their team.

All CRS and FARA officials reserve the right to inspect, approve, or exclude any vehicle or participant on safety grounds at any time.

#### **6.2.2. Compliance with FARA Regulations**

All CRS events are held within FARA USA-sanctioned weekends, and as such, all FARA General Safety Regulations apply in full.

In cases where CRS and FARA rules differ, the more restrictive regulation shall govern.



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### **6.2.3. Required Driver Safety Equipment**

All drivers must use the following equipment during any on-track session:

- FIA- or Snell SA2020–approved helmet
- FIA 8856-2000 or SFI 3.2A/5 fire-resistant suit, gloves, and shoes
- FIA or SFI head and neck restraint (HANS or equivalent)
- FIA- or SFI-rated harness (five-, six-, or seven-point) within certification date
- Fire-resistant underwear, socks, and balaclava strongly recommended
- FIA or SFI Arm Restraints
- FIA or SFI Window Net

### **6.2.4. Safety Inspections**

Every vehicle must pass a pre-event technical and safety inspection before entering the track.

Vehicles involved in any contact or off-course excursion may be subject to post-incident inspection before being cleared to rejoin competition.

CRS and FARA reserve the right to impound or inspect any vehicle at any time for compliance review.

## **6.3. VEHICLE ELIGIBILITY**

### **6.3.1. A-Series – CRS Spec ND Miata**



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The CRS Spec ND Miata is the official competition platform of the A-Series.

These vehicles are manufactured and distributed by the Collegiate Racing Series through either a lease program or outright purchase.

Each car is delivered from CRS with the following standard equipment installed and verified:

- Fully welded and painted roll cage built to CRS and FARA standards
- On-board fire suppression system (bottle and nozzles installed)
- Stainless Steel Brake Lines
- Stock 17-inch OEM Mazda wheels
- Master Electrical Off Switch
- CRS safety compliance tag and chassis identification number
- Penske Adjustable Suspension

### **Team Installation Requirements:**

Teams are responsible for installing the following components prior to competition:

- Racing Seat: FIA 8855-1999 or 8862-2009 homologated seat properly mounted to approved brackets.
- Harness System: FIA or SFI-approved five-, six-, or seven-point harness within certification date.
- Data System: at a minimum, teams must have and utilize an AiM Solo 2 DL.
- Video System: HD-capable forward-facing camera with unobstructed view of the racing line.



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- Tires: Any 200 treadwear (TW) street-legal tire mounted on the OEM wheel. Teams may select their brand of choice. Tire size must be a 225/45/R17.
- Tow Hooks: one in the front of the vehicle and one in the rear of the vehicle.

### **Adjustable Components:**

Teams are permitted to adjust components designed for tuning or setup purposes, including:

- Suspension ride height and alignment
- Suspension Rebound/Compression knob
- Adjustable sway bars
- Tire pressures
- Brake pad selection (OEM calipers must remain)

Teams may make modifications to their vehicle by adding parts provided from Mazda that were delivered as an option on an OEM road car ND1 Miata. A part is considered OEM if the part was a factory option on a road going ND1 MX-5. ND1 years 2016-2018.

No other modifications, substitutions, or alterations to the vehicle are permitted unless explicitly approved by CRS in writing.

### **6.3.1.1 Vehicle Specifications and Restrictions**

#### **Minimum Weight:**



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The minimum competition weight for all CRS Spec ND Miatas is 2450 lb (including driver, fluids, and all installed equipment).

Cars may be weighed at any time during an event at the discretion of CRS or FARA technical officials.

### **Roof Requirement:**

The CRS Spec ND Miata is designed to be an open top racecar. While a roof may fit, the CRS Series A will be an open top series, and as such, no roof will be allowed in competition.

### **Modification Limitation:**

Any component, adjustment, or modification not explicitly authorized within this document or an official CRS Technical Bulletin is prohibited.

This includes, but is not limited to, alterations to powertrain, aerodynamics, ECU calibration, or body structure.

### **Fluid Requirements:**

Coolant must be a non-glycol based coolant.

### **Allowed Adjustments:**

Only adjustments specifically listed in Section 6.3.1 (suspension, alignment, sway bars, tire pressures, and brake pads) are permitted.

### **Ballast:**

Ballast may be added only to achieve minimum weight and must be securely fastened with Grade 8 or higher hardware, clearly labeled, and approved at technical inspection.



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## **Technical Bulletins:**

If a CRS Technical Bulletin modifies any A-Series specification, that bulletin shall take precedence until formally incorporated into the next GCR revision.

All bulletins will be listed in Section 6.9 and published on the official CRS website.

### **6.3.1.2 – Technical and Safety Inspection Standards**

All CRS Spec ND Miata entries must pass a combined technical and safety inspection before being cleared for any on-track activity.

Inspection ensures compliance with CRS build standards and verifies that all safety-critical components are properly installed and secured.

The following items are mandatory for a car to receive a “Passed” designation:

#### **A. Structural & Installation Requirements**

- All safety-critical components (seat mounts, harnesses, roll-cage attachment points, fire-suppression bottle brackets, battery mounts, and ballast) must use Grade 8 (or ISO 10.9 metric) or higher-rated fasteners with proper washers and locking mechanisms.
- Any drilled or welded modifications to OEM structures outside of CRS-specified mounting points are prohibited.
- Seat back braces (if used) must be solidly attached to the cage structure and not rely on adjustable sliders for primary retention.



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- Ballast must be permanently affixed using a minimum of two ½-inch (12 mm) Grade 8 bolts and clearly labeled “BALLAST” with weight indicated.

## **B. Safety Equipment Verification**

- Harnesses: FIA or SFI certification tags must be within date at each event; frayed or sun-damaged belts will not pass.
- Seat: Must be FIA 8855-1999 or 8862-2009 homologated, securely mounted, and free of cracks or looseness. Seat must be a full Halo seat.
- Fire-Suppression: CRS-installed system must have valid service date, safety pin removed prior to grid, and nozzle orientation verified.
- Electrical: Battery positive terminal must be fully insulated; cables must be protected from abrasion.
- Master Off: All vehicles must have a working master electrical off switch. When activated the vehicle must shut off.
- Fuel System: No leaks, chafing, or unsecured hoses. Fillers and vents must seal properly and terminate outside the cockpit.
- Tires & Wheels: OEM 17-inch wheels only; any 200 TW tire free of cords, punctures, or bulges is permitted.
- Data / Camera Systems: Must be rigidly mounted using mechanical fasteners (no suction cups); power leads secured away from driver area.

## **C. General Condition**

- No visible fluid leaks under static inspection.



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- Brake pedal must maintain pressure and return freely; fluid reservoirs full and capped.
- Steering and suspension joints must show no play or binding through full range of motion.
- All body panels must be securely fastened and not pose sharp-edge hazards.
- Windshield, mirrors, and visibility devices must be clean and intact. 3 mirrors are required, 2 side mirrors and one center rearview mirror.
- Firewall must be OEM, unmodified, and intact. You may chose to seal the factory/OEM holes in the firewall with fire proof sealant. The modification must not reduce weight or in any way improve the performance capability of the vehicle.

#### **D. Inspection Failure and Re-Check**

- Vehicles failing any of the above items will be marked “Rejected – Unsafe/Non-Compliant.”
- Teams will be provided a written list of deficiencies and may request one (1) re-inspection prior to the close of tech.
- Persistent or willful non-compliance may result in exclusion from the event and/or disciplinary action under Section 7.

#### **E. Authority**

The CRS Technical Delegate and FARA Technical Director share final authority over safety and compliance decisions at joint events.

Their rulings are binding for that event weekend.



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### **6.3.2. B-Series – Open Class Development**

The B-Series is a non-points, open-class division intended for driver development and accessibility.

Vehicles of any make or model may participate provided they:

Meet all FARA USA safety requirements;

Pass CRS pre-event safety inspection; and

Operate in a condition suitable for wheel-to-wheel racing or time-based competition.

Modifications are unrestricted within the bounds of safety. CRS reserves the right to reclassify or exclude any vehicle that presents a safety concern or significant speed differential.

### **6.4. DATA, TELEMETRY, AND VIDEO**

All A-Series vehicles must record both video and data during competition.

Video systems must capture the driver's forward view and must be operational during all sessions.

CRS officials may request submission of video or data files within 48 hours after an event for compliance, driver development, or educational review.

B-Series data collection is optional but encouraged. B-Series must still maintain a video capture camera for official use.



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Failure to provide required A-Series data or video when requested may result in disqualification or loss of championship points.

## **6.5. FUEL AND FLUIDS**

Only commercially available unleaded gasoline (pump or FARA-approved race fuel) is permitted.

Ethanol content may not exceed E85.

All fuel systems must be properly sealed and vented with rollover protection.

Engine oil, brake fluid, and coolant must be contained and disposed of per track environmental regulations.

Spillage, dumping, or unsafe fluid handling may result in penalties or fines.

## **6.6. WEIGHT AND BALANCE**

Each CRS Spec ND Miata must meet the published minimum competition weight (including driver) as defined in the CRS Technical Manual.

Ballast, if used, must be securely fastened with Grade 8 or higher hardware and clearly labeled.

Teams are responsible for maintaining vehicle balance and safety during suspension adjustment.

## **6.7. VEHICLE IDENTIFICATION AND BRANDING**



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Each A-Series vehicle must display official CRS windshield banner, number panels, and institutional logo per the CRS branding guidelines.

Sponsor decals may be applied only in approved locations that do not obstruct official series markings.

B-Series vehicles must display a CRS door number and “B” classification sticker for identification during mixed-field races.

## **6.8. NON-COMPLIANCE AND PENALTIES**

Any modification or adjustment outside the permitted scope will be deemed non-compliant.

Non-compliance may result in disqualification, loss of championship points, or suspension from competition.

Repeat violations may lead to further disciplinary action by the CRS Technical Committee.

CRS reserves the right to update specifications or issue bulletins at any time to maintain performance parity.

## **6.9. TECHNICAL BULLETINS AND REVISIONS**

The CRS Technical Committee may issue bulletins, updates, or clarifications to these regulations throughout the season.

All bulletins carry the same authority as these regulations once published on the official CRS website or distributed through team communications.



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## 7. Pit Stop Procedures

### 7.1 General Overview

Pit stops are an integral component of the Collegiate Racing Series (CRS) endurance format.

Each team will be informed of the required number of pit stops for their class and event length during the Drivers' Meeting.

These stops will include a mandatory driver change and refueling. Tire changes are strictly prohibited unless approved by Race Control for safety-related issues (e.g., puncture, delamination, or structural failure).

All pit stops are subject to a minimum duration of five (5) minutes.

Timing begins when the vehicle crosses the pit entry timing line and ends when it crosses the pit exit timing line.

### 7.2 Pit Crew Regulations

- A maximum of four (4) crew members are permitted over the wall during any pit stop.
  - Two (2) may perform service operations (driver change, refueling, etc.).



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- One (1) must act as a dedicated fire-safety attendant (with extinguisher in hand and pin pulled).
- One (1) may assist with communication, driver gear, or timing duties.
- Only authorized pit crew wearing proper identification are allowed in the hot-pit area.
- No pit work may begin until the vehicle is at a complete stop and the engine is shut off.
- No more than one (1) car per team may occupy the hot-pit area at a time.

### **7.3 Mandatory Safety Equipment for Pit Crew**

All personnel refueling over the pit wall must wear the following minimum fire-resistant gear:

- SFI 3.2A/5 or FIA 8856-2000 certified fire suit (one-piece)
- Fire-resistant gloves
- Fire-resistant shoes
- Full-face helmet with closed visor (SA2020, FIA, or equivalent)
- Balaclava

Crew members not refueling the vehicle must wear closed toed shoes and long pants.



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## 7.4 Refueling Procedures

### 1. Fueling Method:

- Only approved metal or plastic fuel jugs/systems are permitted.
- All jugs must have a properly functioning funnel.

### 2. Engine-Off Rule:

- The engine must be completely shut off during refueling.
- No person may be inside the car while fuel is being added.

### 3. Fire Safety:

- A 10 lb minimum ABC or Halotron fire extinguisher must be present and manned by the safety attendant during all fueling operations.
- The extinguisher must have the safety pin removed and be ready for immediate deployment.

### 4. No Concurrent Work:

- No mechanical work or driver change may occur while refueling is taking place.

### 5. Fuel Spill Policy:

- Spill mats or absorbent pads must be placed beneath the refueling area.
- Any spill exceeding 0.5 liters (1 pint) must be immediately reported to Race Control.



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## 6. Fuel Storage:

- All spare fuel must be stored at least 10 feet (3 meters) from any ignition source and in a designated fuel zone.

## 7.5 Driver Change Protocol

- The outgoing driver must completely exit and clear the car before the incoming driver may enter.
- The incoming driver must be fully belted, helmeted, and radio-checked before the car leaves the pit box.
- Any harness or helmet improperly secured will result in a stop-and-hold penalty as determined by Race Control.

## 7.6 Tire Service Restriction

- Teams must complete the entire event on 200 TW tires as declared at pre-race inspection.
- Tire changes are prohibited during the race unless Race Control authorizes one for a documented safety issue.
- Unauthorized tire changes will result in immediate disqualification.

## 7.7 Pit Stop Timing and Penalties



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<b>Violation</b>	<b>Penalty</b>
Exceeding four-person over-the-wall limit	+60 seconds
Incomplete or missing safety gear	+2 minutes
Engine running during refuel	Disqualification
Performing work during refuel	+2 minutes
Fuel spill not reported	+2 minutes
Pit time under four minutes	+5 minutes
Unauthorized tire change	Disqualification

## 7.8 Recommendations

- Each team should assign a Pit Captain to coordinate crew timing, safety compliance, and communications.
- Teams are encouraged to rehearse pit stop procedures during testing to ensure efficiency and safety.
- Each pit should have a spill kit and secondary fire extinguisher readily available.
- Compliance with pit-stop safety rules will be actively monitored by Race Officials.



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## 8. PROTESTS, PENALTIES, AND APPEALS

### 8.1. PURPOSE

The purpose of this section is to establish clear and transparent procedures for resolving on-track disputes, enforcing the CRS GCR, and maintaining fairness within collegiate competition.

Because CRS events operate within FARA USA weekends, protest and penalty administration is a shared process between the FARA officials and the CRS Competition Director.

### 8.2. AUTHORITY AND JURISDICTION

FARA Officials retain authority over all matters involving:

- a) On-track conduct, contact, or safety rule violations;
- b) Flag infractions and race control decisions;
- c) Timing & Scoring disputes;
- d) Mechanical black flags and impound orders.

CRS Officials retain authority over all matters involving:

- a) Eligibility of collegiate teams and drivers;
- b) Championship scoring and points adjustments;
- c) Conduct violations relating to the CRS Welcoming Environment Statement;



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- d) Licensing or membership discipline;
- e) Infractions of CRS-specific technical rules (e.g., Spec ND Miata compliance).

When a matter affects both organizations, CRS and FARA officials will confer to reach a unified decision before publishing a ruling.

## **8.3. PROTESTS**

### **8.3.1. Right to Protest**

Any driver, team principal, or institution entered in the event may file a protest concerning an act or decision that is believed to violate the CRS GCR, FARA regulations, or Supplemental Regulations.

### **8.3.2. Filing Procedure**

All protests must be submitted in writing to the CRS Collegiate Steward or FARA Chief Steward within 30 minutes of the posting of provisional results or notice of penalty.

Protests must clearly state:

- The section of the rule alleged to be violated;
- The parties involved;
- The supporting evidence (video, data, witness statements).



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A protest fee may be established by CRS and is refundable if the protest is upheld.

### **8.3.3. Hearing and Disposition**

Protests concerning on-track incidents will be heard jointly by FARA stewards with CRS representation present.

Protests concerning collegiate matters (eligibility, licensing, conduct) will be heard solely by the CRS Competition Director and Collegiate Steward.

Decisions will be communicated in writing and posted to the official results board.

## **8.4. PENALTIES**

### **8.4.1. Types of Penalties**

- Penalties may include, but are not limited to:
- Reprimand or written warning;
- Loss of qualifying time or grid position;
- Time or lap penalties;
- Disqualification from the session or event;
- Loss of championship points;
- Suspension of license or membership;
- Revocation of eligibility for awards or scholarships.



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### **8.4.2. Issuing Authority**

On-track penalties are issued by the FARA Chief Steward or Race Director.

CRS may impose additional disciplinary actions for violations of the CRS GCR or Welcoming Environment Statement, regardless of FARA's ruling.

All penalties will be recorded in the official CRS Driver and Team Database.

### **8.4.3. Multiple Infractions**

Repeated or egregious violations may result in escalating penalties, including multi-event suspension or permanent license revocation at the discretion of the CRS Executive Board.

### **8.4.4. Penalty Finality**

Penalties levied by the FARA Chief Steward or the FARA Race Director are non-negotiable, as FARA operates as Judge, Jury, and Executioner. Penalties will fit the infraction and will not be considered cruel or unfair.

If a CRS Team views a punishment as cruel or unfair, the Team may request a CRS official speak with the FARA Race Director to inquire about the decision. The CRS official may deny the request. However, CRS retains no right to challenge or otherwise overrule matters of safety, race direction, or any penalties relating to on track infractions.



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## **8.5. APPEALS**

### **8.5.1. Right to Appeal**

Any participant penalized under these regulations has the right to appeal the decision to the CRS Appeals Committee.

### **8.5.2. Procedure**

Appeals must be filed within seven (7) days of the penalty being issued.

Appeals must include a written explanation and any new evidence supporting reconsideration.

The Appeals Committee will review the case within fourteen (14) days and issue a final written decision.

### **8.5.3. Finality**

The decision of the CRS Appeals Committee is final and binding within the Collegiate Racing Series.

CRS will not engage in external arbitration or litigation concerning competition outcomes.

## **8.6. EDUCATIONAL REVIEW OPTION**

In keeping with CRS's educational mission, drivers and teams may request a non-penalized debrief in place of or in addition to a formal protest.



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This process allows students to review video, data, and steward feedback to understand how rules were applied, without altering official results.

## **8.7. RECORDS AND CONFIDENTIALITY**

All protest, penalty, and appeal records shall be maintained by CRS for a minimum of five (5) years.

Information may be shared with FARA USA or other sanctioning bodies as required for safety or licensing purposes.



## **9. CHAMPIONSHIP POINTS AND SCORING**

### **9.1 PURPOSE**

This section defines how championship points, podiums, and final standings are determined for all Collegiate Racing Series (CRS) competition.

The CRS scoring system rewards consistency, teamwork, and racecraft throughout the season while maintaining fairness between collegiate institutions.

### **9.2 SEASON STRUCTURE**

The official 2026 CRS Championship will consist of three (3) event weekends, each featuring three (3) races, for a total of nine (9) points-eligible races.

Both the A-Series (Spec ND Miata Championship) and B-Series (Open Class Development) compete on track simultaneously; however, only A-Series entrants accumulate championship points.

The CRS Executive Board may amend the season schedule due to weather, safety, or force majeure. Any changes will be communicated in writing to all participating teams.

### **9.3 A-SERIES SCORING**



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### 9.3.1 Eligibility

Each university or collegiate institution may enter one (1) car in the A-Series championship.

That entry represents the official competitive team for that institution and accumulates points toward both the Driver and Team Championships.

A-Series cars must be CRS-manufactured Spec ND Miatas in compliance with Section 6.3.1 of this GCR.

### 9.3.2 Points Allocation

Championship points are awarded to the top ten (10) finishing teams in each A-Series race as follows:

Position	Points
----------	--------

- 1st 25
- 2nd 20
- 3rd 16
- 4th 13
- 5th 11
- 6th 9
- 7th 7
- 8th 5
- 9th 3
- 10th 1



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All positions below 10th place receive zero (0) points but are recorded in official results.

### **9.3.3 Final Race Multipliers**

Races designated as the final race award double points (2× the standard allocation).

If less than 50% of the scheduled race time is completed due to stoppage or weather, half points will be awarded.

### **9.3.4 Finishing Classification**

To be classified as a finisher, a team must:

Take the green flag; and Complete at least 50% of the distance covered by the race-winning car.

Teams failing to meet this threshold will be marked as DNF (Did Not Finish) and receive no points.

### **9.3.5 Championship Calculations**

All nine (9) scheduled races count toward the championship total; no drop rounds are permitted.

Points earned apply to the Team Championship, as each A-Series car represents its institution's sole official entry.



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Substituting a driver mid-season does not reset the team's accumulated points but may affect driver standings individually.

#### **9.4 B-SERIES RECOGNITION**

The B-Series (Open Class Development) is a non-points division designed to promote accessibility and skill development.

No championship points or monetary awards are issued.

Each race will feature an official podium ceremony recognizing the top three finishers with trophies or commemorative awards.

Finishing results are recorded for media and historical documentation but do not affect the A-Series standings.

#### **9.5 TIE-BREAKING PROCEDURES**

If two or more teams finish the season with identical total points, ties shall be broken in the following order:

1. Greatest number of first-place finishes;
2. Then most second-place finishes, then thirds, and so on until resolved;
3. If still tied, the higher finishing position in the final race of the season determines the ranking;
4. If still unresolved, the tie will be broken by lot, drawn by the CRS Competition Director in the presence of both teams.



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## **9.6 POINTS ADJUSTMENTS AND PENALTIES**

Points may be deducted for post-race disqualifications, technical infractions, or conduct violations per Section 7.

CRS reserves the right to adjust championship results following protests or appeals.

Adjustments affecting point totals will be reflected in the next published standings update and are final after the appeal window closes.

## **9.7 OFFICIAL RESULTS**

- Provisional results will be posted after each race pending completion of all technical inspections and reviews.
- Official results become final once validated by both the CRS Collegiate Steward and FARA Chief Steward.

Official championship standings will be published on the CRS website within five (5) business days following each event.

## **9.8 ANNUAL CHAMPIONSHIP AWARDS**

The following awards will be presented at the conclusion of the season:

- CRS National Champion – Awarded to the university or collegiate institution represented by the championship-winning A-Series entry.



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- Rookie of Team the Year – Awarded to the highest-finishing first-year collegiate team in A-Series competition.
- Sportsmanship Award – Presented to the team that best demonstrates professionalism, collaboration, and respect on and off the track.
- B-Series Podium Awards – Presented at each event weekend to the top three B-Series finishers.

## **10. CHAMPIONSHIPS AND TITLES ADMINISTRATION**

### **10.1 PURPOSE**

This section defines the official procedures for confirming championship results, awarding titles, and managing season-end recognition within the Collegiate Racing Series (CRS).

CRS championships are determined at the team and institutional level, reflecting the collaborative nature of collegiate motorsports competition.

### **10.2 OFFICIAL CHAMPIONSHIP TITLES**

The following titles are recognized as official CRS honors for each competition year:

- CRS A-Series National Champion – Awarded to the collegiate institution whose entry accumulates the highest total points across all A-Series races.
- CRS Rookie Team of the Year – Presented to the highest-ranking first-year collegiate team competing in the A-Series.



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- CRS Sportsmanship Award – Recognizes a team or institution demonstrating exceptional professionalism, collaboration, and adherence to the CRS Welcoming Environment Statement.
- B-Series Podium Honors – Presented at each event to the top three finishing B-Series teams.

The CRS Executive Board may introduce additional awards (such as Technical Excellence or Pit Crew Performance) at its discretion, provided these are announced prior to the start of the competition season.

### **10.3 VERIFICATION OF RESULTS**

All event results must be verified by both the FARA Chief Steward and CRS Collegiate Steward before being declared official.

Final championship standings will be published following the last event of the season and after all technical and compliance inspections are complete.

Teams have seven (7) days from the posting of official results to submit an appeal per Section 7.

After all appeals are resolved, the CRS Executive Board will declare the results final and binding.

### **10.4 AWARD PRESENTATION**

Championship awards will be presented at the annual CRS Awards Ceremony following the conclusion of the season.



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Awards are presented to both the team members and institutional representatives of each winning university.

Teams must be in good standing with CRS, with no unresolved penalties or membership violations, to receive awards.

Shared driving lineups are recognized jointly; all registered drivers who participated in the championship-winning entry will be recognized as members of the championship team.

## **10.5 TITLE ELIGIBILITY REQUIREMENTS**

To qualify for championship recognition, a team must:

- Hold an active CRS Full Competition License (CRS-F) and maintain good standing per Section 4.
- Maintain active CRS membership through the end of the competition season.
- Participate in at least 50% of the season's scheduled races.
- Remain in full compliance with all CRS and FARA technical and conduct regulations.

Teams failing to meet these criteria may be excluded from championship consideration at the discretion of the CRS Executive Board.

## **10.6 TROPHY AND SCHOLARSHIP DISTRIBUTION**

All CRS trophies remain the property of the Collegiate Racing Series until officially presented.



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If scholarship funds, equipment prizes, or manufacturer support are offered, they will be distributed directly to the winning institution's motorsports team (501.c.3 organization) or engineering department as determined by CRS.

The B-Series awards will consist solely of trophies, medals, or certificates; no monetary or scholarship prizes will be issued.

Replacement awards may be requested from CRS at cost if lost or damaged.

## **10.7 DISPUTES AND CLARIFICATIONS**

Disputes concerning championship points or standings must be filed according to the protest and appeal procedures in Section 7.

Once final standings are declared by the CRS Executive Board, no further challenges will be accepted.

In the event of a tie in final point totals, the tie-breaking procedures outlined in Section 8.5 shall apply.

## **10.8 RECORD KEEPING AND PUBLICATION**

CRS will maintain official records of all championship standings, event results, and award recipients.

These records will be archived for at least ten (10) years and may be referenced in official CRS publications, historical records, and promotional materials.



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## **10.9 AMENDMENTS**

The CRS Executive Board reserves the right to revise or clarify this section as the league evolves.

Any amendments to championship structures, scoring methods, or award titles must be announced at least 30 days prior to the start of the next competition season.



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## 11. DEFINITIONS AND ADMINISTRATIVE NOTES

### 11.1 TERMINOLOGY

#### **A-Series (Collegiate Spec ND Miata Championship)**

The primary competitive division of the Collegiate Racing Series, using CRS-manufactured Spec ND Miata race cars operated by one official team per institution.

#### **B-Series (Open Class Development)**

A non-points, developmental division that allows broader vehicle eligibility to provide track experience and driver education.

#### **Appeals Committee**

A panel appointed by the CRS Executive Board to review penalties, protests, and other disciplinary matters per Section 7.

#### **Chief Steward (FARA)**

The senior official responsible for enforcing all FARA sporting regulations during joint events; collaborates with the CRS Collegiate Steward on collegiate-specific matters.

#### **Collegiate Racing Series (CRS)**

The national collegiate motorsports organization governing all CRS-sanctioned competitions, licensing, and educational initiatives.



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### **Collegiate Steward (CRS)**

The CRS official responsible for enforcement of the CRS GCR, collegiate eligibility, and disciplinary matters.

### **Competition Director (CRS)**

The senior CRS official overseeing all collegiate race operations and representing CRS within FARA's event structure.

### **Competition School**

An instructional program sanctioned by CRS that provides the training and evaluation necessary for drivers to earn a Provisional Competition License.

### **CRS-F License (Full Competition License)**

A permanent CRS competition license granting unrestricted eligibility to participate in A- and B-Series events, provided the holder competes in at least one event per year.

### **CRS-P License (Provisional Competition License)**

A provisional license issued to new drivers who have completed an approved Competition School but have not yet fulfilled full-license requirements.

### **Entrant / Team Principal**

The individual designated by the university to be legally and administratively responsible for the team's entry, compliance, and communication with CRS.

### **Event Director (FARA)**

The official in charge of the logistical and operational management of the joint FARA-CRS event.



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## **FARA USA**

The sanctioning partner that provides event infrastructure, officiating, and insurance for the 2026 season.

## **Institution / University Team**

A recognized college or university fielding an officially sanctioned CRS team entry.

## **Member**

Any individual (driver, crew, official, or volunteer) with an active CRS membership in good standing.

## **Protest**

A formal written objection filed by a competitor alleging a violation of regulations as defined in Section 7.

## **Spec ND Miata**

The official CRS-prepared competition vehicle based on the Mazda MX-5 ND chassis, equipped and restricted per Section 6.3.1 and the CRS Technical Manual.

## **Supplemental Regulations**

Event-specific rules that modify or expand upon the CRS GCR for a given race weekend; must be approved by CRS prior to release.

## **Team Championship**

The official collegiate title awarded annually to the institution whose A-Series entry earns the highest total points.



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## **11.2 DOCUMENT REVISIONS**

The CRS General Competition Regulations (GCR) is a living document.

Updates, clarifications, and bulletins issued by the CRS Executive Board or Technical Committee carry the same force as this document once published on the official CRS website or distributed to registered teams.

Each season's GCR will be dated and versioned; teams are responsible for ensuring they reference the most current edition.

## **11.3 INTERPRETATION OF REGULATIONS**

In cases of dispute or ambiguity, the interpretation of the CRS Competition Director and Executive Board is final.

Any item not explicitly permitted is prohibited unless approved in writing by CRS.

All measurements are in U.S. customary units unless otherwise specified.

## **11.4 EFFECTIVE DATE**

These regulations are effective for the 2026 competition season beginning January 1, 2026, and remain in force until superseded by a new edition of the CRS GCR.



## **12. LIABILITY, ASSUMPTION OF RISK, AND INDEMNIFICATION**

### **12.1 ACKNOWLEDGMENT OF RISK**

Motorsports are inherently dangerous and involve significant risk of serious injury, permanent disability, property damage, or death.

By entering, registering, or participating in any Collegiate Racing Series (CRS) event, each participant acknowledges that they are voluntarily engaging in an activity with known and unavoidable risks.

No degree of care or safety inspection can eliminate these risks.

Participation in any CRS-sanctioned activity constitutes full acceptance of these hazards and recognition that personal safety is the responsibility of each participant.

### **12.2 EVENT INSURANCE**

All CRS competitions are held under the sanction and insurance coverage of FARA USA.

FARA maintains comprehensive liability insurance providing up to five million U.S. dollars ( \$5,000,000 ) per incident, covering the event facility, on-site



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participants, officials, and spectators during the official period of event operation.

This policy provides liability protection for the event as a whole, including CRS, its teams, and participants, while on the premises.

However, participants are advised that:

- This insurance is issued and administered by FARA USA, not CRS.
- Coverage applies only to incidents occurring within the defined event area and timeframe.
- The existence of this insurance does not waive or alter the participant's assumption of risk or the waiver and indemnification terms outlined in this section.

CRS does not sell, issue, or manage insurance of any kind and provides this information solely for participant awareness.

### **12.3 RELEASE AND WAIVER OF LIABILITY**

In consideration for being allowed to enter or participate in any CRS event, the participant hereby releases, waives, discharges, and agrees not to sue:

- The Collegiate Racing Series Inc;
- Its officers, directors, members, employees, volunteers, and representatives;
- FARA USA and any partner sanctioning bodies;
- Host tracks, universities, event organizers, sponsors, and insurers; and



- Any other associated persons or entities,

from any and all claims, demands, causes of action, or liabilities of any kind arising out of or related to injury, death, or property damage incurred during participation, whether caused by negligence, gross negligence, or otherwise.

## **12.4 INDEMNIFICATION**

Each participant agrees to defend, indemnify, and hold harmless CRS and its partners against any loss, claim, liability, damage, or cost (including attorney's fees) resulting from:

- The participant's acts or omissions;
- Violation of the CRS GCR, Supplemental Regulations, or facility rules; or
- Damage caused to property, facilities, or other participants.

This obligation extends to any claim brought by a third party arising from the participant's involvement.

## **12.5 MEDICAL RESPONSIBILITY**

Each participant is solely responsible for their own health and physical fitness to engage in high-speed driving.

CRS's insurance does not replace personal health or accident coverage.

By participating, each person affirms they are medically fit for competition and accept all consequences of participation.



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## **12.6 CONSENT AND BINDING EFFECT**

Publication of this GCR on the official CRS website constitutes public notice of these terms.

By entering, registering for, or participating in a CRS-sanctioned event, regardless of whether a separate signature or waiver is executed, each participant, team, official, or volunteer:

Confirms they have read or had access to these regulations;

Understands and accepts all risks described herein; and

Agrees to be bound by this release, waiver, and indemnification in full.

Participation or presence inside the event facility therefore serves as legal acknowledgment and agreement to these conditions.

## **12.7 SEVERABILITY**

If any portion of this section is found invalid under applicable law, the remaining provisions shall continue in full force and effect.