



2008 Grays Harbor Raceway ASCS 360 Sprint Rules

Grays Harbor Raceway ASCS 360 points shall be awarded to drivers in accordance with the following schedule:

| A FEATURE POINTS | | |
|------------------|---------|---------|
| 1. 150 | 9. 132 | 17. 116 |
| 2. 146 | 10. 130 | 18. 114 |
| 3. 144 | 11. 128 | 19. 112 |
| 4. 142 | 12. 126 | 20. 110 |
| 5. 140 | 13. 124 | 21. 108 |
| 6. 138 | 14. 122 | 22. 106 |
| 7. 136 | 15. 120 | 23. 104 |
| 8. 134 | 16. 118 | 24. 102 |

- 75 points will be awarded to all drivers that run in the "B" feature but do not qualify for "A" feature.
- 60 points will be awarded to all drivers that fail to qualify for "A" or "B".
- Any car that takes any green flag will be paid \$50.

All races will run as ASCS Northwest officials feel is to the best interest of the race program.

Qualifying

Qualifying heat races will be held at all events.

The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car, that number will be posted and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race; the next lowest drawn number goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. Any cars not represented at the drawing shall be placed at the rear of a heat race. Heat races will determine the starting position for the balance of races scheduled.

| Passing Point Schedule | | |
|------------------------|----------------|----------------------------|
| Finishing Position | Points Awarded | Passing Points |
| 1 | 55 | 1 car @ 1 1/2 = 1 1/2 pts |
| 2 | 52 | 2 cars @ 1 1/2 = 3 pts |
| 3 | 49 | 3 cars @ 1 1/2 = 4 1/2 pts |
| 4 | 46 | 4 cars @ 1 1/2 = 6 pts |
| 5 | 43 | 5 cars @ 1 1/2 = 7 1/2 pts |
| 6 | 40 | 6 cars @ 1 1/2 = 9 pts |

| | | |
|----|----|-----------------------------|
| 7 | 37 | 7 cars @ 1 1/2 = 10 1/2 pts |
| 8 | 34 | 8 cars @ 1 1/2 = 12 pts |
| 9 | 31 | 9 cars @ 1 1/2 = 13 1/2 pts |
| 10 | 28 | 10 cars @ 1 1/2 = 15 pts |

The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position with the driver accumulating the most points from heat races starting in the pole position. Any driver failing to draw for heat races or pack racing surface (when requested) will not receive passing points, but only points accumulated through his finishing position in his heat race. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be figured on the actual starting position on the final parade lap.

A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his qualifying heat race. An exception to this rule will be in a two day race.

ASCS or their representative will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.

The lineup posted on the pit bulletin board when cars enter the racing surface for any race shall be the final line-up. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward. The exception being if 2 cars drop out from same row, prior to green flag.

The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. ASCS shall be empowered to disqualify or penalize any driver violating this rule.

A white line or Cone will be placed on the turn 4 area for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. Flag man will be instructed not to throw the green flag until then. If in officials judgment the front row car or cars are out of position a yellow will be displayed, after the green and a warning given to offender. Any further violation will result in the offender being placed a row back with car behind offender being brought to front row. Any other car not in proper position in officials judgment will be penalized a minimum of 2 positions plus one position for each position gained over one. This penalty will be imposed on the next yellow or red flag. If there is no flag after penalty then it will be enforced at end of race.

Any car requiring a second push on start or restart of race will be placed at rear.

On all single file starts after one lap the restarts will start at a Cone to be placed on the front straight-away. The leader must start race at or near the cone and all cars must go outside of cone in the proper aligned order. Leader must set a consistent pace. Any car going inside of cone, hitting cone or passing a car prior to going outside of cone will cause yellow and be placed on rear. If no yellow appears you will be penalized two (2) spots for each position passed at the finish.

Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by Officials. A work area will be designated at drivers meeting.

Alternates will not be taken to fill any vacancies that occur.

Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

Flag Procedures

Yellow Flag:

All cars stopping on a yellow, will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag. *Any car that goes one or more laps down while in the work area or pit area will be out for that event.*

Any driver who works on his car or permits any other person (other than a track official) to work on his car on the racing surface, during a yellow flag, shall be penalized one lap.

If a car needs a second push off, after any cars have started, he will start at the rear of that race.

Any car that is involved in two unassisted yellow flags will be disqualified for that event.

There will be one attempt at a green-white-checkered flag, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.

Red Flag:

Cars that the red flag was thrown for and any other cars that change any tire will be placed at the rear of restarting line-up. All others will get the position they were running in prior to flag, if ready to join restarting line-up when called provided they went to designated red flag work area.

It shall be the decision of the flag man and Grays Harbor Raceway as to what cars flags were displayed for, and their decision is final.

All Restarting line-ups will be single file after one lap with any lapped cars being placed in line-up.

Note: Any car changing any tire during red flag will be placed at rear also. (Wheel spacers may be changed if monitored by track officials).

A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment.

Procedural: Rules shall apply to all Tour Races and other Special Races and, are strongly recommended for all weekly, sanctioned shows, and if local track rules differ they should be made known to all participants.

Engine Rules

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
2. No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.
3. Injectors: 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.

Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors.

No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

4. Spec Heads: Brodix heads part # 27-211, #27223, and #27-222 with ASCS stamp may not have any performance-enhancing alterations in any way. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic

centimeters.

Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original "ASCS" logo is not affected or port shape is not altered substantially.

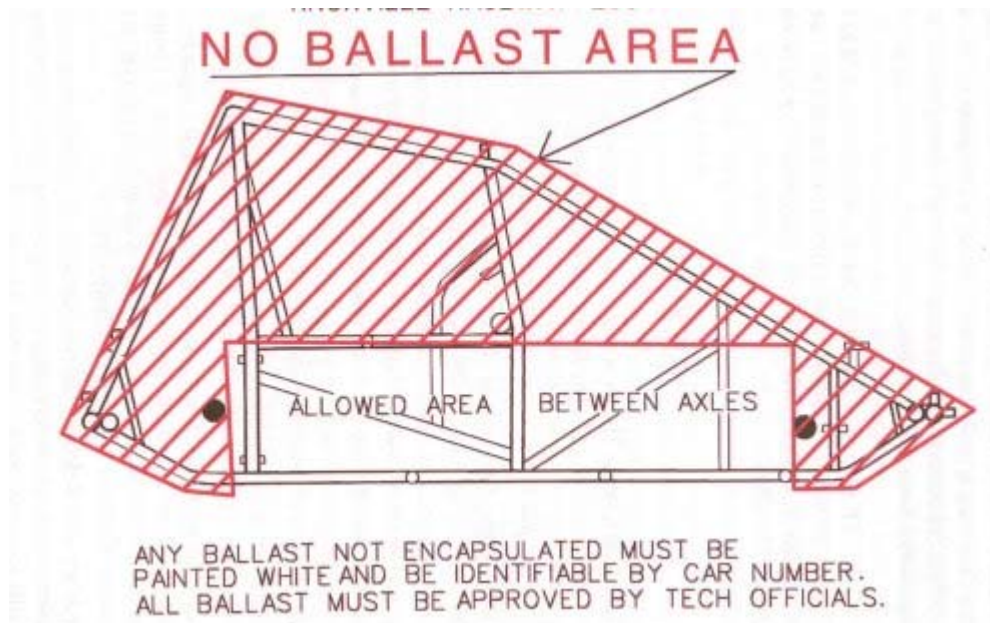
Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used by sanctioned ASCS tracks.

Any internally repaired ASCS spec head must be re-certified by Brodix.

5. All spec heads must remain within 1 degree of the original manufacturing.
6. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to ASCS Northwest before reinstatement. Intake port at no time may exceed 215 cubic centimeters.
7. All oil pans must have inspection plug, pans without plug will be subject to pan removal at anytime.
8. No Turban driven, Turbo or blower will be allowed.
9. Only two valves and one spark plug per cylinder allowed. No big blocks.
10. No computer operated or controlled parts, such as fuel injections, fuel systems, chassis adjusting systems, etc.
11. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.
12. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.

Chassis Specs

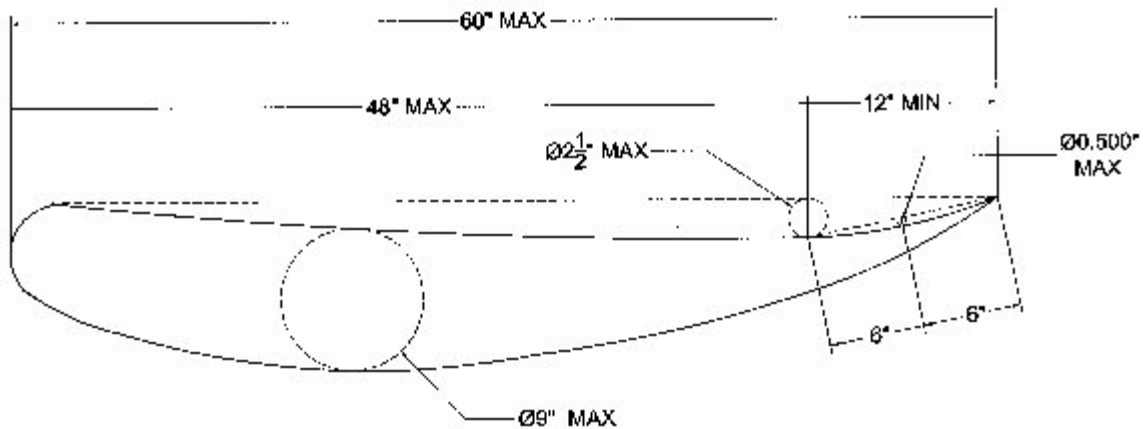
1. Weight Rule: Weight rule is 1475 lbs., including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)



2. Wings

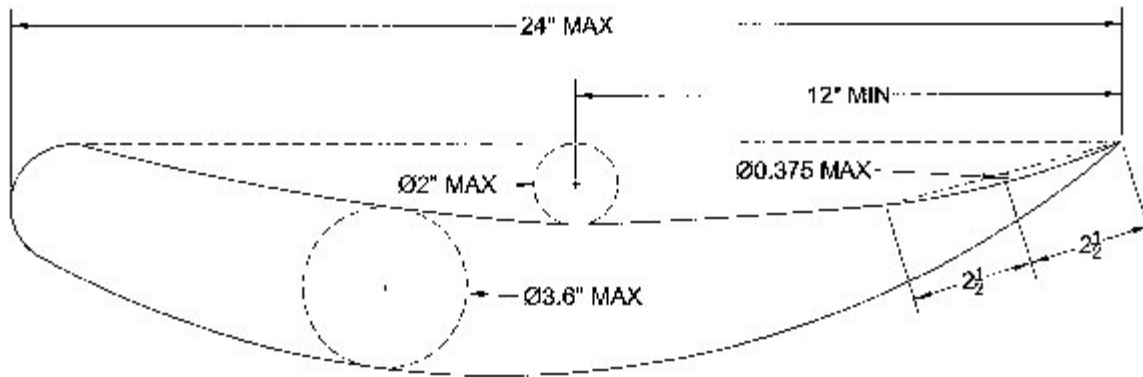
Top Wing: (see Illustration)

- a) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
- c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.
- d) Other than the slider mechanism, no moving parts allowed on or in foil structure.
- e) The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than $\frac{1}{2}$ inch. There is zero tolerance on this $\frac{1}{2}$ inch depth. It is suggested that the wing blue print specify $\frac{15}{32}$ -inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the $\frac{1}{2}$ inch specification. (This $\frac{1}{2}$ inch measurement ensures that the belly/curl arc is gradual.)
- f) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of $2\frac{1}{2}$ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
- g) Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable



*Front Wing: (see Illustration)

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
- c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be allowed.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- i) No moving parts allowed on or in foil structure.
- j) The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
- k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.
- l) No rudders or fins on Front Wings.



*Side Board Panels

- a) All side board panels must be within an eight-degree plus or minus tolerance.
- b) Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used.
- c) No aero section side panel brace material allowed.
- d) No brace or support shall resemble a wicker bill or a split wing.

Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom.

Front Wing side boards maximum size, 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

- 3. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches.
- 4. Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events.
- 5. No flammable liquids allowed in cooling systems. No fuel additives.
- 6. Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires.
- 7. All drive lines must be broken in the coupler or rear slider, fully enclosed and contain no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap is strongly recommended.
- 8. Mufflers: Mandatory, NOISE RESTRICTONS MAY BE IN EFFECT AT SOME TRACKS, HOWEVER IT WILL REMAIN AT THE DISCRETION OF EACH INDIVIDUAL TRACK
- 9. Headers: Must be a minimum of .045.
- 10. Steel, aluminum or titanium brake rotors only.

11. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed.
12. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.
13. **No hollow, tubular or drilled out bolts allowed.**
14. **The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.**

Tires and Wheels

1. Right Rear Hoosier Racing Tire, stamped Medium or Hard 105 X 16. No tire preps or tire softeners allowed.
2. Beadlocks recommended on all wheels.
3. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.

Fuel

1. Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by ASCS officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$250.)

Safety

1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition.
2. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. ASCS strongly recommends a five point hookup with 3 inch belts.

Protest

1. Protest will be taken only from a driver or car owner and then only if the protest is in writing and accompanied by the appropriate protest fee in cash to ASCS officials. In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the inspector.
2. All protest must be filed within ten (10) minutes after the completion of the last race of the evening. All protest shall be decided upon by ASCS or his representative. Any appeal of official decision must be filed in writing within ten (10) minutes of notification with ASCS and forwarded to the ASCS Board of Directors whose decision shall be final.
3. No protests will be accepted on judgment decisions.
4. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.

Protest Fees (Figures In Parenthesis Are Filing Fees)

1. Motor tear down (heads off) and cylinders inspected: \$500 (\$100).
2. P & G fuel test \$500 (\$100).

3. Other technical protest: \$200 (\$100).

SPORTSMANSHIP – Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

Rain Outs

In the event a sanctioned race is rained out prior to the completing of all races and rescheduled for a later date, the entry fee shall be rain-checked for those who have already paid. At the rescheduled race, all races shall be rerun and all drivers will redraw for starting positions. In the event no races have been run and the event is not rescheduled, entry fees and pit fees shall be refunded. One lap over half-way through an A Feature event shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled completed, the finishing positions will be paid according to the last officially scored lap by the leader previous to the red flag. Any car or cars red flagged will be put to the rear of the line-up of official finish.

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