

Official Rules of the American Sprint Car Series

Updated December, 2018 Rules on www.ascsracing.com are the official rules and supersede any printed material.

SECTION I GENERAL INFORMATION

This page contains the official rules and car specifications for all sanctioned events of the American Sprint Car Series. Any point not covered herein shall be resolved by the ASCS or their appointed representative.

1. All cars MUST display the official decals of major ASCS sponsors; ASCS, Brodix, Hoosier, Lucas Oil, and MAVTV or any other designated sponsors to be eligible for contingency and point fund. Top Wing banner is mandatory in order to receive any point fund monies. Drivers must be a national member (competing in at least 80% of tour events or 70% of regional events) in good standing of ASCS and be present at ASCS annual awards banquet in order to qualify for any point fund money. Cars must display decals on outside of both of the side panels of wings. Decals shall be provided free of charge by ASCS. See section 1A for decal placement requirements.
2. All drivers participating in an ASCS sanctioned event, who are wanting to be eligible for point fund monies, must purchase a license from ASCS at a cost of \$150 per year, an insurance policy from Reel Media will be issued to each paid member, \$5,000 accidental death & dismemberment, \$50,000 medical accident (with \$10,000 deductible or any available track insurance, whichever is higher, see policy for details). All national licensed drivers will be charged a maximum \$30 for pit passes at Tour shows (unless otherwise stated). For National Tour teams, a driver must qualify for Tow Money to be eligible for discounted Pit Passes, meaning two (2) Pit Passes at \$15 each. Maximum price is \$30 at regional shows for members as well. All cars entering will pay an entry fee of \$20 per show payable at draw.
3. There will be special event shows during the year that do not follow these formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting.
4. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two-way radios will be allowed. Any driver who willfully ignores orders given by ASCS officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
5. Any Lucas Oil ASCS National driver eligible for Tow Money will not be allowed to run any race, regardless of class or sanctioning body, 24 hours prior to any Lucas Oil ASCS National Tour event without first getting permission from the ASCS National Director. Drivers who fail to abide by said rule will forfeit 2 nights (\$1,000) Appearance Money plus 50 points.
6. In the event a two-day race is scheduled, the first day will be run with the same format as the second day with the exception that the first four finishing positions in the A Feature the first day will be locked in. If payout is the same there will be no drivers locked in from the first night's A Feature. Some multi-day event formats will vary as to allow for full points to be awarded.
7. ASCS points shall be awarded to drivers in accordance with the following schedule:

A FEATURE POINTS

1. 150
2. 142
3. 135
4. 130
5. 125
6. 122
7. 119
8. 116
9. 113
10. 110
11. 108
12. 106
13. 104
14. 102

15. 100
16. 98
17. 96
18. 94
19. 92
20. 90
21. 89
22. 88
23. 87
24. 86

65 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature.

- 50 points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in Heat or Feature action.
- 50 points will be awarded to all drivers if a show is canceled following the completion of the night's draw in.
- Any car that takes any green flag will be paid \$50 at regional shows or \$150 at national shows.

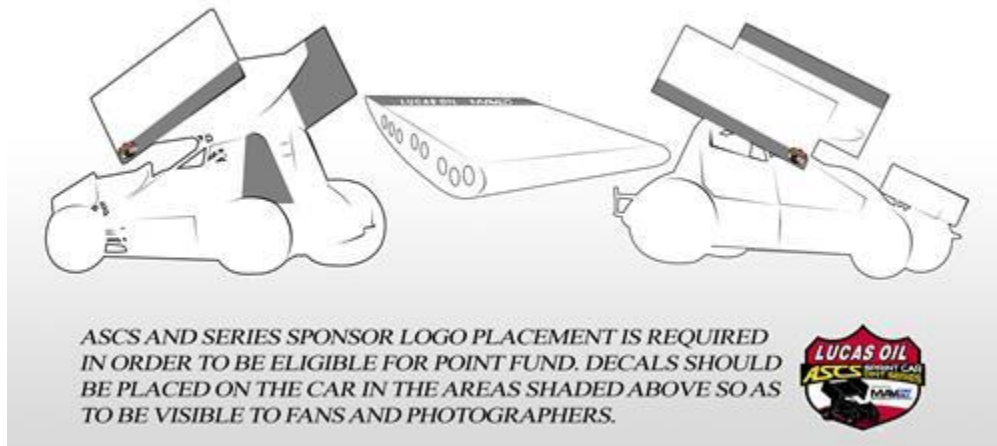
All races will run as ASCS officials feel is to the best interest of the race program.

Provisional: National drivers that have run 80% of the National events are eligible for a provisional. There are events that Provisionals will not be allowed. ASCS officials will notify teams of these events (Example: Dirt Cup and the ASCS Knoxville Nationals). The driver highest in owner points, not making the show, has first choice at a provisional and then the second and on down. No more than two points based Provisionals will be allowed per night. Points based Provisionals award full payout for the position earned at the close of the A-Feature, but only award B Feature points (65). Any team who has competed in 80% of the year's events, and is in good standing is not limited on the number of points based Provisionals per year they may use. These are in place to help teams get down the road. Any promoter will be allowed to add any car that they wish. At co-sanctioned events with an ASCS Region, the highest finishing non-transfer driver in Regional standings that has attended 100% of that Region's schedule shall be given a provisional into the night's A-Feature. Provisional rules apply to National Tour races only.

1. National Tour Point Fund: Drivers who compete in at least 95% of a given season's schedule on the Lucas Oil ASCS National Tour, finish in the Top 15, and is a member in good standing, is eligible for their earned position's full payout. Participation between 80% and 94.99% by a driver in good standing will be paid for the percentage of races run. For example, if a driver finishes 11th but only runs 82% of the season, their point fund will be 82% of that position's scheduled payout. Drivers must run between 80% and 100% of a season to be eligible for contingencies, or be considered for Rookie of the Year.
2. National Point Fund: Champion: 1st \$50,000, 2nd \$25,000, 3rd \$22,000, 4th \$20,000, 5th \$18,000, 6th \$16,000, 7th \$14,000, 8th \$12,000, 9th \$11,000, 10th \$10,000, 11th \$8,500, 12th \$7,000, 13th \$6,000, 14th \$5,500, 15th \$5,000
3. Regional Tour Point Fund: Drivers who compete in at least 70% of a given season's scheduled for an ASCS Region, and is a member in good standing, is eligible for their earned position's full payout for that ASCS Region.
4. To be eligible for Appearance Money, drivers must compete in at least 80% of the year's schedule, and be a member in good standing.
 - a. National Tour Appearance Money is \$500 per night of competition with a maximum of \$1,000 if events are multiple days, and if the field is not split into separate qualifying nights, for positions 1st through 10th in owner points. Positions 11th and 12th will receive \$300 per night with a maximum of \$600, and if the field is not split into separate qualifying nights, if events are multiple days. Split field qualifying on multiple days will pay Appearance Money for the driver's first preliminary qualifying night.
1. A SSN or EIN must be filed on the driver's membership form with 1099 recipient clearly marked.
2. Teams who register with the National Tour must resister a single EIN in the event that multiple car owners will be used, all entities must be registered as a corporation with a single EIN. The EIN must be legally registered to a Corporation and cannot be a Sole Proprietorship.

- Only single owner teams, or owner/driver teams can be a Sole Proprietorship, but are strongly advised to incorporate for your legal protection.
- Appearance Money for the first four races contested on the season is based the previous year's points in order to establish owner/driver points for the current season. Anyone running on the National Tour must have their tax information submitted no later than the fourth race contested. Any changes or updates must be made by April 1.
- Owner Points are not kept on Regional Tours. Appearance Money is based on the driver's percentage of races contested.

Section 1A - ASCS Decal Placement



Section 2 - Qualifying Procedures

(National Tour Specific, For 39 Cars or Less. Regional Tour Format Only)

- Qualifying heat races will be held at all events. Lineups are determined by random pill draw. Draw is held at the close of the Driver's Meeting. It is the responsibility of the driver, or a team representative to be present for the draw. Any team that fails to draw in will be allowed to start at the tail of a Heat Race, but will receive no Passing Points. Only finishing points. No exceptions will be made (Point scale on Pg. 13).
- 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.
- The passing point system will be used to determine starting positions in feature events (see below). The driver will receive points for passing as well as finishing position, with the eight drivers accumulating the most points from Heat Races redrawing for feature starting position. Top four drivers in passing points will draw positions 1 through 4 with the highest points earner drawing first, then next highest, etc. Drivers in positions 5 through 8 will then draw with the fifth-place driver drawing first, then sixth place, ect. The remaining balance of drivers will go straight up by their passing point totals into "A" and "B" Feature(s).
- On the second night, cars will lineup with the first night's lock-ins taking spots 1-4 and will redraw within those spots. The top four in passing points (that were in attendance on the first night) from the second night will occupy spots 5-8 in the A-Feature lineup and will redraw within those spots.
- 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 (tie goes to the early heat). Passing points will be figured on the actual starting position on the final parade lap.
- Time Trials may be held at some shows.
- 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.

8. 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.
9. The Official lineup is when the caution lights go out on the final parade lap. 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, then following cars will be crisscrossed.
10. 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.
11. A White Line or Cone will be placed off the exit of Turn-4, at a point that the first row is on the front straightaway, for all double-file starts. The field must remain even until the front row reaches the cone or line. The Flag Man will be instructed not to throw the green flag until then. No on track warnings will be given.
12. On the initial start, any driver who advances position prior to the starter's signal when the front row reaches the cone or line will be docked two positions at the first caution, red flag, or the end of the race; whichever comes first.
13. 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 from turn 4 cone and all cars must go outside of cone in the proper aligned order. Any car going inside of cone or hitting the cone will force a caution and will be placed at the rear of the field. Any car advancing position prior to the cone will be penalized a minimum of two (2) positions plus one position for each position gained over on the next caution or the end of the race depending on what comes first.
14. Any car requiring a second push on start or restart of race will be placed at rear. The only exception is if a driver is stopped by an ASCS official. Instructions to stop will be delivered over the RACEceiver Radio.
15. 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.
16. Alternates will not be taken to fill any vacancies that occur.
17. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.
18. The winner of each Heat Race, the winner of any consolation feature, and the top five finishers in the A Feature are required to go to the scales. Drivers must go directly to the scales. Any driver not going directly to the scales will be disqualified. The position of the scales will be disclosed during the drivers meeting. It is the responsibility of the drivers to know and understand where and how to get to the scales to avoid any penalties.

Section 2A - Qualifying Procedures

(National Tour Specific, for 40 cars or more.)

1. Qualifying heat races will be held at all events. Lineups are determined by random pill draw. Draw is held at the close of the Driver's Meeting. 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. (Scroll down for point scale)
2. 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. Again, 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.
3. The passing point system will be used to determine lineups for three (3) Qualifying Races.
4. Top 30 in Passing Points from Heat Races will move into Qualifiers. Remainder will fall to the tail of the night's "B" Features. Top 18 will be inverted with the highest point earner from Heat Races starting sixth in the first Qualifier. Qualifiers will be 8 laps each. Passing Points will be utilized with the driver's total points combined with their Heat Race total. The top 16 in combined Passing Points will advance to the A-Feature. Drivers will not redraw for their starting position. Lineup is straight up by the combined Passing Point total. The remainder will fall into B-Features. Number of B-Features is dependent upon the number of cars. 40-54 cars means remaining drivers will drop into two "B" Features. Lineup will be done by passing point totals with 17th going to the pole of the first "B" Feature, 18th to the pole of the second "B" Feature, etc. 4a. If a race has 50 drivers participating, 40 cars will be taken into four (4) Qualifiers with a 24 car invert. Top 16 in combined passing points will advance to the A-Feature and lined up by their points with the highest earner starting on the pole. The remainder will fall into three B-Features. Lineup will be done by passing point totals with 17th going to the pole of the first "B" Feature, 18th to the pole of the second "B" Feature, etc.
5. On the second night, cars will lineup with the first night's lock-ins taking spots 1-4 and will redraw within those spots. The top four in passing points (that were in attendance on the first night) from the second night will occupy spots 5-8 in the A-Feature lineup and will redraw within those spots.
6. 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 (tie goes to the early heat). Passing points will be figured on the actual starting position on the final parade lap.

7. Time Trials may be held at some shows.
8. 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.
9. 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.
10. The Official lineup is when the caution lights go out on the final parade lap. 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, then following cars will be crisscrossed.
11. 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.
12. A White Line or Cone will be placed off the exit of Turn-4, at a point that the first row is on the front straightaway, for all double-file starts. The field must remain even until the front row reaches the cone or line. The Flag Man will be instructed not to throw the green flag until then. No on track warnings will be given.
13. On the initial start, any driver who advances position prior to the starter's signal when the front row reaches the cone or line will be docked two positions at the first caution, red flag, or the end of the race; whichever comes first.
14. 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 from turn 4 cone and all cars must go outside of cone in the proper aligned order. Any car going inside of cone or hitting the cone will force a caution and will be placed at the rear of the field. Any car advancing position prior to the cone will be penalized a minimum of two (2) positions plus one position for each position gained over on the next caution or the end of the race depending on what comes first.
15. Any car requiring a second push on start or restart of race will be placed at rear. The only exception is if a driver is stopped by an ASCS official. Instructions to stop will be delivered over the RACEceiver Radio.
16. 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.
17. Alternates will not be taken to fill any vacancies that occur.
18. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.
19. The winner of each Heat Race, Qualifier, any consolation feature, and the top five finishers in the A Feature are required to go to the scales. Drivers must go directly to the scales. Any driver not going directly to the scales will be disqualified. The position of the scales will be disclosed during the drivers meeting. It is the responsibility of the drivers to know and understand where and how to get to the scales to avoid any penalties.

Passing Point Scale

	Start											
	1	2	3	4	5	6	7	8	9	10	11	12
1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
Finish 5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

Section 3 - 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/red 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

All red flags are closed unless opened by the ASCS Competition Director. 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 ASCS 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 ASCS 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.

Any driver who fails to display proper judgment when a caution or red flag is displayed will be subject to immediate disqualification for the night.

Section 4 - 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.

Cylinder Heads

List of Cylinder Heads approved for ASCS competition is as follows:

- A. Chevy - #27-211
- B. Ford- #27-223
- C. Mopar- #27-222

Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. 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. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

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.

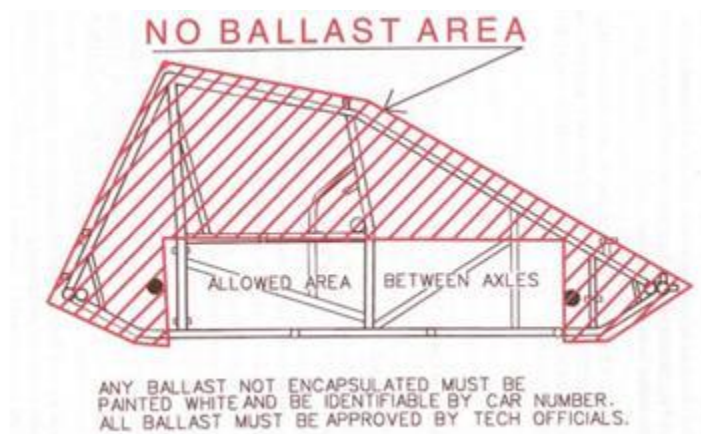
Valve angle and placement may not be altered in any way.
No welding of any kind, internally or externally, is allowed.

Guidelines regarding porting and polishing:

1. Intake port openings must match the following:
 - A. ASCS Chevy- FP #1206 or equivalent
 - B. Ford- FP#1262 or equivalent
 - C. Mopar- FP#1213 or equivalent
1. Porting and polishing of intake ports is allowed with the following restrictions:
 - A. All ASCS logos must remain completely intact.
 - B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by sanctions ASCS tracks.
 - C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.
1. Absolutely no exhaust port relocation, raising, enlargement or reshaping of any kind.
 - A. Polishing is allowed as long as the original ASCS logo is not affected or port shape is not altered substantially.
 - B. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.
1. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

Any internally repaired ASCS spec head must be re-certified by Brodix.
1.
 - A. All spec heads must remain within 1 degree of the original manufacturing [Chevy: 23 degree, Ford 20 degree, Mopar 18 degree]
 2. 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 before reinstatement.
3. All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.
4. No Turban driven, Turbo or blower will be allowed.
5. Only two valves and one spark plug per cylinder allowed. No big blocks.
6. No computer operated or controlled parts, such as fuel injections, traction control, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc.
7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.
8. Any car changing a motor after taking an official green flag will start at tail of its qualified group of "A" Main cars. If the car is qualified for the "B" Main, the car will drop to the tail of the lineup.

Section 5 - Ballast Areas Allowed



Section 6 - Chassis Specifications

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 above)
2. Chassis 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. No pieces may be added to the frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool/protect the motor and braking system. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
3. ***All chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The new support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be allowed at the discretion of American Sprint Car Series Officials. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material.***
4. Left and right-side support bars may be one of the three designs below. Left and right side support bars do not have to be of the same design. Left and right side support bars may be one of the three options (See Section 6A)
5. Slip-tubing is not allowed in the chassis construction. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joint will no longer be allowed.
6. Titanium front axles nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. Left and Right Nerf bars must attach to the chassis at three points. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edge of the tires.
7. No aluminum frames or draglinks. Tie Rods and Left Front Radius Rods may be aluminum, but highly recommended they be 4130 steel with magnetic steel rod ends. Swaging of the tubing will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.
8. Carbon Fiber connecting rods having to do with suspension or steering are not permitted.
9. All drive lines must be broken in the coupler or rear slider, fully enclosed and contains no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap or hoop that is securely attached to the chassis is required. Driveline components may not be Carbon Fiber.
10. Mufflers: Mandatory, (unless otherwise stated). Schoenfeld part #14272735-78. Loss of muffler will result in disqualification when mufflers are required.
11. Headers: Must be a minimum of .045.
12. Steel, Aluminum or Titanium brake rotors only.
13. 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.
14. No hollow, tubular or drilled out bolts allowed.
15. The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.

16. The right side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.

Section 6A - Support Bar Diagrams

1. Support bar may be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support bar. See Diagram 1
2. Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.375 X .083 ASTM4130 normalized steel or equivalent material). See Diagram 2
3. A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See diagram 3

Diagram 1

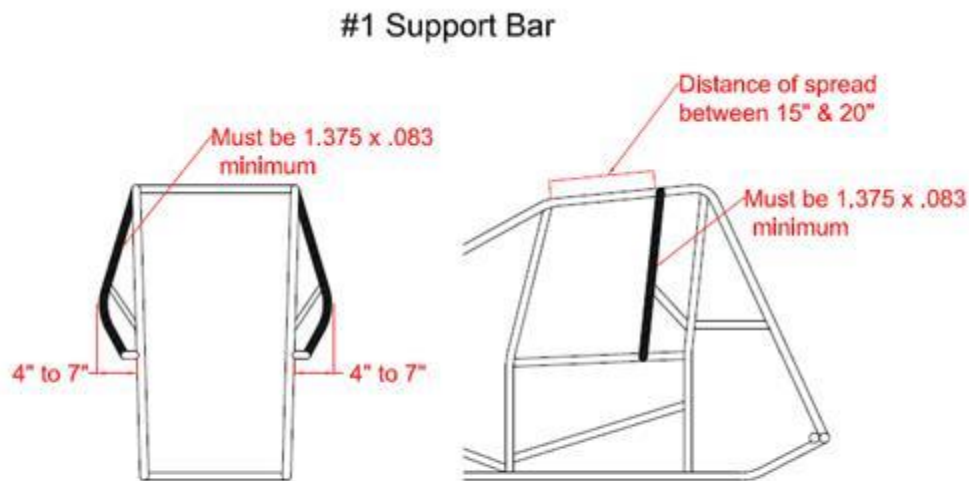


Diagram 16.12.1
By Tom Devitt

Diagram 2

#2 Support Bar

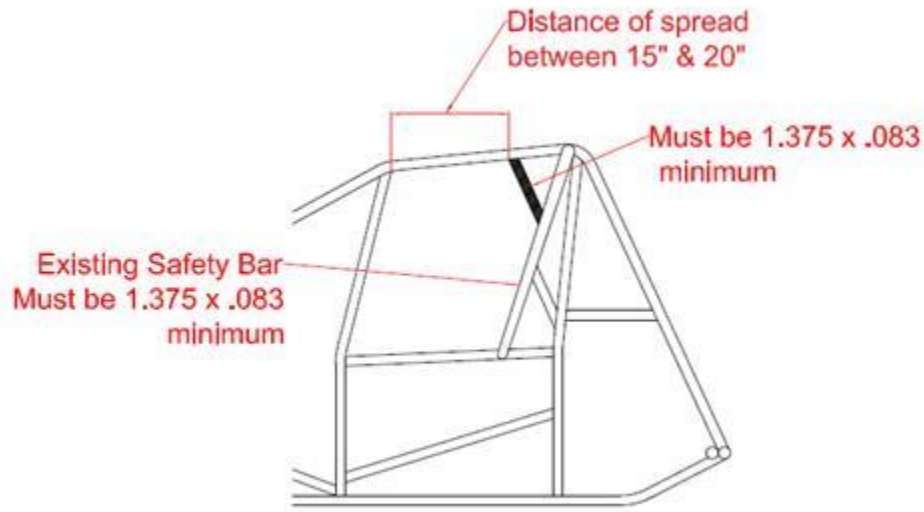
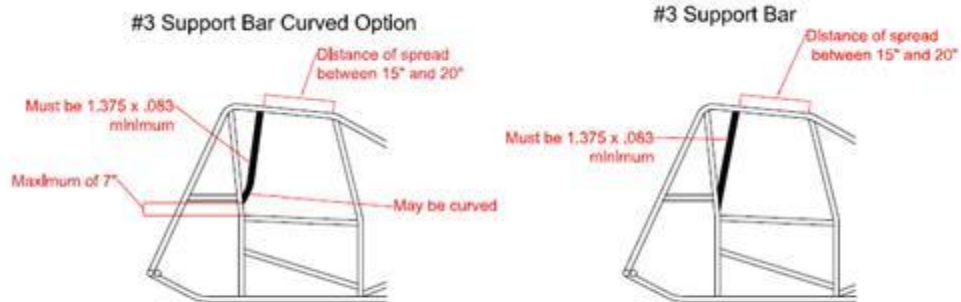


Diagram 16.12.2
by Tom Devitt

Diagram 3



Drawing 16.12.3
By Tom Devitt

Section 7 - Wing Specifications

Top Wing: (see Illustration below)

1. Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
2. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
3. No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a two-inch wickerbill is allowed.
4. Other than the slider mechanism, no moving parts allowed on or in foil structure.
5. 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 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)

6. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ 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.
7. 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.
8. ***Wing T-Post will be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75-HD. If new T-Post designs are developed they must be submitted for approval. Some approved T-Post designs are in the drawings section (See illustration below).***

Front Wing: (see Illustration below)

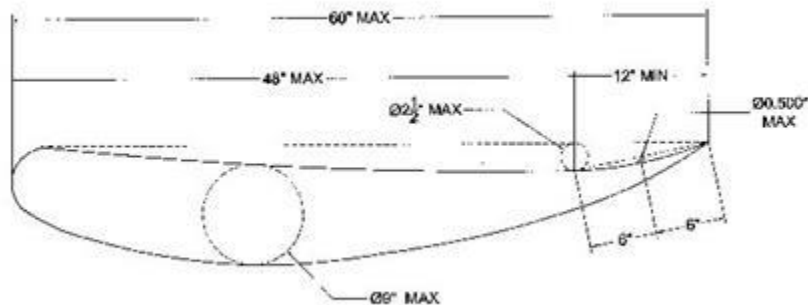
1. Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
2. Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
3. Wicker bills up to 1-inch are allowed on nose wing, flat or dished.
4. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
5. 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.
6. Center Foil must be one piece. No split or bi-wings will be allowed.
7. 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.
8. 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.
9. No moving parts allowed on or in foil structure.
10. 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).
11. 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.
12. No rudders or fins on Front Wings.

Side Board Panels

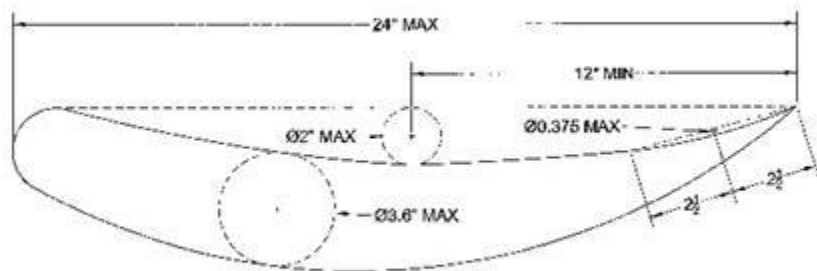
1. All side board panels must be within an eight-degree plus or minus tolerance and be square to center foil.
2. Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used.

3. No aero section side panel brace material allowed.
4. No brace or support shall resemble a wicker bill or a split wing.
5. 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. Panels must be mounted parallel and square to the center foil with no more than 1 1/2" of turnout as measured from the Center Foil. Only two (2) corners on the 2/3 of each top wing side board will be permitted. Each corner shall be set at a 90° angle with no tolerance. The leading edge of the side board may not be behind the leading edge of the Center Foil.
6. 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.

Top Wing Diagram/Specifications

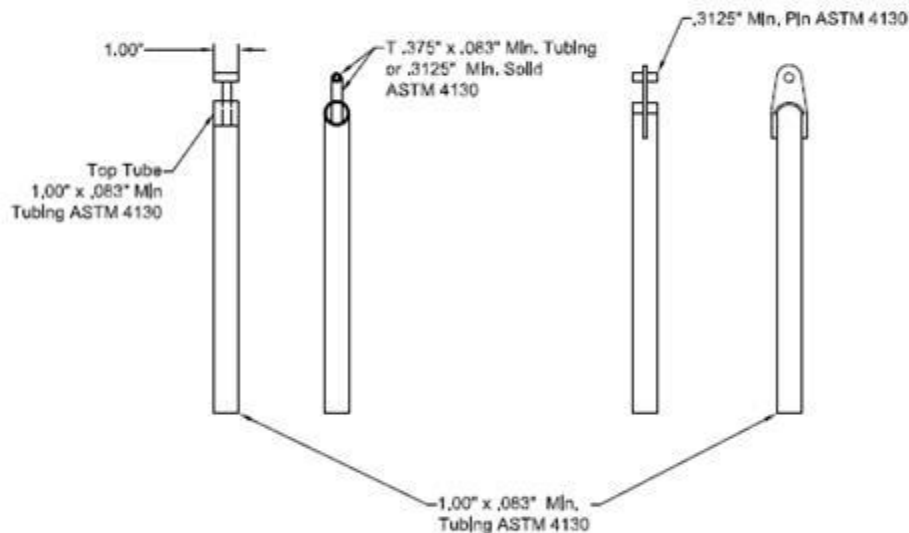


Nose Wing Diagram/Specification



Wing T-Post Diagram/Specifications

Wing T-Post



Drawing 16.13.1
by Tom Devitt

Section 8 - 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 \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

Section 9 - Tires and Wheels

1. Right Rear Hoosier Racing Tire, 105x16.0-15 Medium or 105x18.0-15 HARD. Tires may be Siped and Grooved.
2. Beadlocks recommended on all wheels.
3. All wheel covers must have a minimum of 5 attachment points if using dzus fasteners. Said dzus fasteners must be made of steel only. Wheel Covers having only 3 attachment points must be bolted-on all three points utilizing a minimum 5/16", flanged steel bolt and an approved fastening (nut assembly) system. Approved fastening (nut assembly) systems:

Keyser Manufacturing, part #100 7-101

Wehrs Manufacturing Part # (WM377A-312 Aluminum 5/16) (WM377S-312 Steel 5/16)

Triple X Chassis Part # SC-WH-7810 (for a 1" spring) / SC-WH-7820 (for a 1 3/8" spring)

Smith Precision Products Part # MC-516-18

Speedway Motors part # 910-07119

Optional fastening systems that are equal or superior to the above approved system will be readily approved at the sole discretion of ASCS Technical Officials.

4. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.

5. Left Front is the only tire you can run flat.

6. The Left Rear tire must be a Hoosier Tire.

7. No tire softeners, no conditioners, no altering of tires with any natural or un-natural chemicals, no hazardous or un-hazardous components or chemicals which alter the factory set baseline settings of a given tire.

8. All sidewall markings must visible at all times. No buffing or removing of the compound designations.

Section 9A - Tire Penalties and Infractions

1. First offense for the season: Fail heat race durometer inspection and you can start tail end of an assigned B-Main event. Fail B-Main pre-race inspection and you will be finished for the night. Fail A-Main pre-race inspection you won't be permitted to start the A-Main.

2. Second offense for the season: \$1,500.00 Fine and 300 points plus any winnings that have accrued for the event, violator(s) will assume all costs included in any testing procedures, no points and no money will be awarded for that event.

Section 9B - Chemically Altered or Defaced Tires

1. First offense for the season: \$5,000.00 Driver Fine / \$3,000.00 Crew Chief Fine, driver and Crew Chief Suspended indefinitely, no points, no winnings, and the Driver and/or Crew Chief assume all costs of testing procedures. If tires are found to be legal, ASCS shall assume responsibility for the cost of testing.

Section 10 - Safety

1. Any driver who exits their car and approaches another driver on a live racetrack may be subject to a fine of \$1,000 and/or be suspended for two calendar weeks from any ASCS sanctioned event. The offending driver will also forfeit their winnings for the night. This also includes family and crew members entering a live racetrack. Under caution, stay in your car. If you are in an unsafe situation, you may exit your car but stay with your car. Dark tracks and dark fire suits make you hard to see. Remember, actions done in anger can have dire consequences. A driver/team who willfully ignores/disobeys an ASCS official in a manner which delays the running of the night's program, or places others in danger, will also be subject to a fine of \$1,000 and/or be suspended for two calendar weeks from any ASCS sanctioned event.
2. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition. Fire retardant underwear is highly recommended.
3. RACEceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a RACEceiver. No two way radios will be allowed. Any driver who willfully ignores orders given by ASCS officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
4. 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. Full Containment Seat is highly recommended.
5. It is highly recommended, that the Steering Wheel is secured with a pull type, quick release hub or button style, quick disconnect. Use of removable pin style hubs is not recommended at all due to high risk of failure. It is the driver's responsibility to make sure the steering wheel is securely attached before entering the racing surface. Your safety is truly in your own hands.
6. An onboard fire suppression system is highly recommended on all cars with nozzles positioned as to coat the Engine, Driver, and Fuel Cell.
7. Approved front axle tether systems are highly recommended. The tether mounting must meet the SFI 55.1 specification which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether cables should be installed using the manufacture's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions.
8. If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by the manufacturer. Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.
9. If a car needs to be fired in the Pits, the person in the car must be in full safety gear with seat belts properly attached.

Section 11 - 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
Protests can only be filed by ASCS members. Protests will be 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: \$800 (\$100).
2. P & G fuel test \$800 (\$100).
3. Other technical protest: \$200 (\$100).

Section 12 - 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, girlfriends, wives, mistresses, 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 crew. As such, any member of a team who verbally or physically assaults an ASCS official will be fined and/or suspended from competition.

Sportsmanship does not just pertain to activities at the track. Be aware that we do our best to present ASCS and its drivers in the best light possible. We expect our drivers to do the same. Remember what you say has weight, what you type has meaning, what you do has consequences. Think before you lash out and refrain from posting to social media. You never know who is reading, listening, or watching.

Section 13 - 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. If an "A" Feature is interrupted at any point due to inclement weather, the race may be declared complete based upon officials' discretion. 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.