



2011 305 Sprint Cars Rules

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS.** They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Competition Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein, or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES.** Any interpretation of, or deviation from, these rules is left to the discretion of race officials. **THEIR DECISION IS FINAL! No exceptions!**

(No changes from 2010 Rules)

THESE ARE THE RULES SET FORTH FOR THE 2010 SEASON! BRING YOUR CARS TO THE TRACK RACE READY FOR THE RULES SET FORTH BELOW. NO DRIVER VOTING WILL BE ALLOWED FOR ANY RULE AMENDMENTS DURING THE SEASON. IF YOU, (DRIVERS/OWNERS) WISH TO HAVE THE TRACK CONSIDER ONE RULE OVER ANOTHER FOR THE FOLLOWING SEASON, PLEASE SUBMIT YOUR REQUESTS IN WRITING NO LATER THAN THE LAST POINTS RACE OF THE 2010 SEASON! NO EXCEPTIONS!

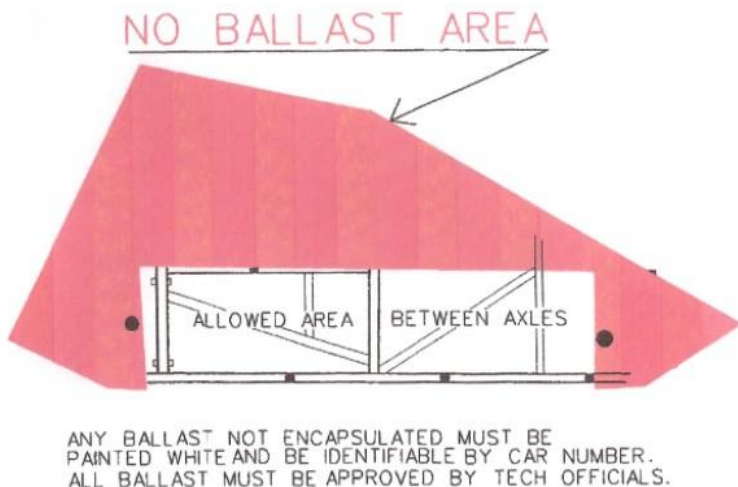
1. **CHEVY Engine:** 316 cubic inches (max bore of .060 over on 305 block)
2. **Blocks:** Stock GM 305 block (no box-tie, dart, after market blocks) Canadian block ok.
Approved casting numbers: 355909, 361979, 460776, 460777, 460778, 10051182, 10243878, 14010201, 14010202, 1410203, 14010208, 14106375, 1416383, 14088551, 14016381, 14093627, 14101147 or 14102058. No lightening of block of any type must retain all factory castings.
3. **Pistons:** Flat top pistons. Can't protrude from cylinder bore. Can run unlimited compression. Valve relief piston is acceptable.
4. **Crank:** Stock appearing steel or cast Chevy crank with 3.480 or 3.500 stroke. No knife-edging or drilling of the crank, except to balance.
5. **Rods:** Any steel rod. Oil pan inspection hole required for viewing rods.
6. **Drive:** Double roller type chain and gear only, no gear drive or belt drive allowed. Short or long steel or aluminum water pump; must be in stock location.
7. **Hub:** Damper or steel hub. If damper is run, it must meet SFI-approval.
8. **Cam/Tappets:** Flat-tappet cam, stock-diameter tappets (no rollers, mushroom, radius type tappet)
9. **Lifter boxes:** May be machined or bushed for repositioning, alignment and straightening of lifter box. Original stock diameter bore must be maintained.
10. **Oil Pump:** Wet sump internal pump only. (no crankcase vacuum systems)
11. **Rockers:** Roller rockers allowed (no shaft system) 3/8" or 7/16" stock or screw in stud mount rockers.
12. **Valve Train:** May run stud girdles, but no rev kits allowed.
13. **Valve Sizes:** Maximum of 2.02 intake and 1.600 exhaust size nothing larger than specified.
Maximum valve spring size 1.55"
14. **Materials:** No titanium, composites or ceramics internal engine parts.

15. **Heads:** Any steel head with maximum of 200cc intake runner UN-TOUCHED. (no machining, milling, grinding, polishing, welding, acid/caustic work, shot-penning, glass-beading, nor any other process that would alter the machined surfaces or natural sand-cast finish. (UNTOUCHED MEANS UNTOUCHED) The only work allowed is re-seating the valve. No under-the-seat relief's cuts allowed. No work to enlarge the delivered throat size. No port matching of any kind!!! Head bolts and head studs can be used! When milling, can only straight cut head and no angle milling of any type.
16. **Ignition Systems:** Magnetos, Electronic or Kettering-type only. (no crank triggers) No MSD Pro-Mags will be allowed.
17. **Fuel Injection or Carburetion:** Constant-Flow fuel injection or any four-barrel carburetor. Fuel injection will have a maximum bore of 2 3/16". If sleeved down, sleeve must be at least three inches long and measure 2 3/16" throughout. No down nozzles. Only one nozzle per cylinder. No funneling or venturing. PLENUM STYLE FUEL INJECTION IS ALLOWED. ONE THROTTLE BODY WITH FOUR BUTTERFLIES ONLY – EACH BUTTERFLY NOT TO EXCEED 1 7/8" DIAMETER.

NOTE: ANY DRIVER CHOOSING TO RUN THE FORD MOTOR, MUST RUN 50 lbs OF BOLT ON BALLAST TO BE SECURELY MOUNTED IN FRONT OF ENGINE PLATE. BALLAST MUST BE REMOVABLE FOR TECHNICAL INSPECTION AND PAINTED WHITE WITH CAR NUMBER. BALLAST MUST BE ATTACHED THE ENTIRE RACE AND DURING TECHNICAL INSPECTION OR DISQUALIFICATION WILL OCCUR! ALL BALLASTS & MOUNTING MUST BE APPROVED BY TECH OFFICIALS. NO EXCEPTIONS!

- 1A. **FORD Engine:** 302 FORD cubic inches (max bore of 4.060 on STD 4000 Bore 302 block)
- 2A. **Blocks:** Stock FORD 302 block
No lightening of block of any type must retain all factory castings.
- 3A. **Pistons:** Flat top pistons. Can't protrude from cylinder bore. 2 or 4 valve relief piston is acceptable.
- 4A. **Crank:** Stock appearing steel or cast FORD crank with 3.0000" stroke. No knife-edging or drilling of the crank, except to balance.
- 5A. **Rods:** Any steel rod. Oil pan inspection hole required for viewing rods.
- 6A. **Drive:** Double roller type chain and gear only, no gear drive or belt drive allowed. Steel or aluminum water pump; must be in stock location.
- 7A. **Hub:** Damper or steel hub. If damper is run, it must meet SFI-approval. May go from external balance internal balance.
- 8A. **Cam/Tappets:** Flat-tappet cam, stock-diameter tappets (no rollers, mushroom, radius type tappet)
- 9A. **Lifter boxes:** May be machined or bushed for repositioning, alignment and straightening of lifter box. Original stock diameter bore must be maintained.
- 10A. **Oil Pump:** Wet sump internal pump only. (no crankcase vacuum systems)
- 11A. **Rockers:** Roller rockers allowed (no shaft system) 3/8" or 7/16" stock or screw in stud mount rockers.
- 12A. **Valve Train:** May run stud girdles, but no rev kits allowed.
- 13A. **Valve Sizes:** Maximum of 2.02 intake and 1.600 exhaust size nothing larger than specified.
Maximum valve spring size 1.55"
- 14A. **Materials:** No titanium, composites or ceramics internal engine parts.
- 15A. **Heads:** 302 or 351 W Inline Valve Heads may be used. No canted valve heads! Any steel head with maximum of 200cc intake runner UN-TOUCHED. (no machining, milling, grinding, polishing, welding, acid/caustic work, shot-penning, glass-beading, nor any other process that would alter the machined surfaces or natural sand-cast finish. (UNTOUCHED MEANS UNTOUCHED) The only work allowed is re-seating the valve. No under-the-seat relief's cuts allowed. No work to enlarge the delivered throat size. No port matching of any kind!!! Head bolts and head studs can be used! When milling, can only straight cut head and no angle milling of any type.

- 16A. **Ignition Systems:** Magnetos, Electronic or Kettering-type only. (no crank triggers) No MSD Pro-Mags will be allowed.
- 17A. **Fuel Injection or Carburetion:** Constant-Flow fuel injection or any four-barrel carburetor. Fuel injection will have a maximum bore of 2 3/16". If sleeved down, sleeve must be at least three inches long and measure 2 3/16" throughout. No down nozzles. Only one nozzle per cylinder. No funneling or venturing. **PLENUM STYLE FUEL INJECTION IS ALLOWED. ONE THROTTLE BODY WITH FOUR BUTTERFLIES ONLY – EACH BUTTERFLY NOT TO EXCEED 1 7/8" DIAMETER.**
18. **Weight:** The minimum weight is 1475 lbs, with driver, after the race. Weight must be securely fastened in approved area (see diagram) and painted white with car number on each weight.



19. **Chassis:** Any sprint car chassis is allowed with a minimum of 80" and maximum 95" wheelbase. The roll cage must be of a four-post design. Frame and body must be sprint car appearing (no dirt champ cars) no elliptical tubing used on or as part of the mainframe structure. No chassis/suspension/traction cockpit-adjustable devices are allowed. (This includes shock absorbers)
20. **Bumper/Nerf Bars:** Rear bumpers and nerf bars are required and must be steel. (cannot contain ballast or lead) Diameter must be a minimum of one inch and will allow aluminum front bumper only with minimum .095 thicknesses and must be bolted in place. (no pins, cotter keys or pop rivets)
21. **Tires & wheels:** Bead-lock required on right rear. Can run bleeders. Maximum of 18" right rear wheel width. Maximum 15" left rear wheel width. *****NO SPEC RIGHT REAR TIRE*****
22. **Wing:** Maximum top wing size of 25 square feet with 30" side panels. Maximum center foil width is 60 inches. The deepest point allowed in the top surface of the wing will be 2 1/2" measured from top front of wing to the rear edge. No wicker bills or additions to center foil. Center foil must be one piece. Center foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with one (1) degree variance allowed. Side panels must be one piece. No split wings or bi-wings. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90 degree angle with no more than 8 degree variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge. Panels may not measure more than 84" on a diagonal measurement from all outside corners. 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" on the top or bottom. Panels must be mounted parallel and square to the center foil with no more than 2 1/2" of turnout as measured from the center foil. Top wings must not extend beyond the outside of rear tires. Right side boards must be flat with no bends or extensions. 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 one inch (1") at the front and three inches (3") at the rear. No side foils, rudders or panels are to extend beyond the roll cage on any side. No body pieces to extend beyond or underneath from torsion tube except hood. Sun shields cannot restrict vision. No wedges or foils underneath race car. **NO COCKPIT-ADJUSTABLE WING-SLIDER OR OTHER DEVICES THAT CAN MOVE A WING WHILE ON THE TRACK ARE ALLOWED!**

No pieces may be added to the basic frame so as to resemble, imitate or be specifically designed to deflect, trap or form wind-break of any nature, except those used to cool or protect the motor and braking system.
No car will be allowed to compete on the track without a top wing

23. **Numbers:** Numbers must be visible and neat in appearance. Numbers must be both the left and right side of the tail, as well as side panels of the top wing. Numbers must be at least 16" in height on wing and at least 12" high on tail tank. In the event of duplicate numbers or teams, you may be required to temporarily add a letter or number to the location. First come first serve numbers, when signing in.
24. **Brakes:** In-board and left front brakes must be utilized at a minimum.
25. **Driveline System:** All driveline systems must be properly installed, reinforced and covered. A driveline hoop or restraint is required. (No open drivelines) Center section must be centered in frame.
26. **Fuel Tank:** Fuel tank bladder is required. Fuel tanks must be securely fastened. Any means of mounting the tank must meet approval by the officials. Tanks size used for qualifying must remain for all events. Fuel shutoff valve is required at tank. No electric fuel pumps.
27. **Fuel:** Methanol and Ethanol alcohol fuel only. No racing fuel or gas. No power-enhancing additives allowed. Upper end lube is acceptable.
28. **Shocks:** No cock-pit adjustable shock absorbers. No remote reservoir shocks.
29. **Mufflers:** Mufflers required – maximum 105db.
30. **Front Axle:** Steel only. Minimum of 2" by .16, 2-1/4" by .120, 2-3/8" by .095
31. **Floor Pan:** Steel or Aluminum only.
32. **Driver seat & fuel/fume deflector:** Drivers seat and butt bar are required while the fuel/fume deflector is strongly recommended. Fuel/fume deflector should be wider than driver's seat and extend from floor pan underneath seat to turn-up behind seat.
33. **Radios:** No electronic on board communications. Official radio communications overheard by others will never be used as basis of a protest, nor will they be used in support of a protest.
34. **Seatbelts:** Seatbelt should have the five or six point configuration of attachment to the frame or roll cage. The shoulder belts should be attached about waist-high behind the seat to the frame or roll cage. Arm restraints are required with a window net, on right side of car. Head and neck restraints are recommended for your own safety!
35. **Drivers Equipment:** Multi-layer nomex one piece suit. Nomex underwear, socks and head sock required. Driving gloves, racing shoes and neck collar required. Helmet required and must be Snell rating of 2000 or 2005.
- Racing helmet must be worn when firing engine, packing track, hot laps and all races. Each pit crew must have an ABC fire extinguisher.
36. **Cars Equipment:** Use a securely fastened steering wheel with quick disconnect and removable steering wheel. No aluminum roll cages, front axels, rear bumpers or nerf bars. All roll cages must be higher than driver's helmet. Opening on left hand side of cockpit must be a minimum of 14". Only two valves and one spark plug per cylinder allowed. No titanium components allowed. There must be a #12an fitting in oil pan for inspection of connecting rods. A sprint car cannot be raced without a hood. If a rear bumper is lost during a race, but a red flag situation occurs, the rear bumper must be replaced in allotted time before it can be restarted. No hollow or aluminum bolts on steering components. Kneepads or other devices to keep the knees from banging around on objects and causing injuries are encouraged. Roll bar padding is RECOMMENDED for covering bars in cockpit area. No mirrors allowed.
37. **Technical Inspection:** Cars will be subject to technical inspection at discretion of the track inspector at any given time. Post race inspection will be required of the top three finishers after each heat race (if requested by tech officials) and main events, with inspector having right to select any other finishing position for inspection. Only the driver, two other pit crew members and the technical inspector allowed in tech area. *All decisions are final.* Tech will be held in the "tech inspection" area! Tear downs (if necessary) will be held at each individual trailer. If found to be illegal, the driver will lose all points and money for that night and all drivers will be moved up, based off of the finishing order and paid for the correct position. The technical inspector has the right to remove a cylinder head after any event.

38. **Protest:** A driver can protest another driver for the fee of \$200 in cash, with the protest explaining what is being protested. The protest and money, must be turned into a track official prior to the start of the feature event. If the driver that is being protested is found to be legal, he or she will receive the \$200. If the driver is found to be illegal, or if driver refuses to submit to the protest, first infraction will result in forfeiture of all cash, trophies and points earned in feature. The \$200 will be returned to the protesting driver. Second violation will result in 30-day suspension from the raceway and a \$500 fine to be paid to the raceway before the driver/car owner can race another event this year, or any future years.

39. **2010 Line-up procedures:**

First two nights, all drivers draw for heats. Qualifiers redraw for starting positions. Redraw: Two or five heats – 10 redraw; three, four or six heats – 12 redraw.

From second night on, heats are lined up by season point average, stagger inverted, lowest point average to front, highest point average to rear. New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up at discretion of officials. Point averages are figured from the IMCA point system. Average is figured by driver's track points, total divided by the total number of times he/she has competed at the track.

"B" mains are lined up straight up from heats, with highest finishers to the front.

When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to season point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to season point average. Promoter reserves the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of "A" feature is lined up straight up from heats and/or "B" features. 18 or more cars will require at least three heats.

A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.

Each top three finishers will receive points for their heat races. 1st – 3 points, 2nd – 2 points, 3rd – 1 point.

If a driver is absent for two consecutive events (excluding rain-outs), upon his/her return shall be treated as a new car (see above) for the first week he/she returns.

There are no double feature nights allowed, excluding rain-out make-up features. A program is not considered a rain-out unless all qualifying races have been completed and feature line-up is complete. If feature is rained out and will not run at later date, all drivers are to be awarded last place points.

Track reserves the option to line-up mid-season and season championships straight up by total points, inverted positions or draw-redraw. (To be announced accordingly) The track also reserves the right to announce draw-redraw special events at anytime throughout the season schedule.

40. **2011 Point Structure**

Weekly "A" Feature win is 40 points, with each subsequent position worth one point less. If more than 20 cars start feature, all positions from 20th on back will receive 20th place points. If a "B" feature is run, first non-transferring driver receives 16 points and each subsequent position, back to sixth position receives one less point per position. Sixth position and back in "B" feature receive 11 points. This applies to all "B"'s, even if more than one is run. Drivers that don't qualify for "A" or "B" feature will receive no points, and that event will not be figured into drivers point average. (NOTE: Driver must take initial green flag in heat race to qualify for feature events. UNLESS PREVIOUS ARRANGEMENTS HAVE BEEN MADE AND OTHERWISE PERMITTED BY COMPETITION DIRECTOR. (A's or B's) If driver is unable to start "A" feature, he will receive last place points and tow money only) If driver does not start heat race, driver will receive no points or no money for that nights events. UNLESS PREVIOUS ARRANGEMENTS HAVE BEEN MADE AND OTHERWISE PERMITTED BY COMPETITION DIRECTOR.

41. **Laps:** 15 cars or less – 15 lap features with 8 lap heat races. 16 cars or more – 20 lap features with 8 lap heat races. 20 cars will be considered a full field of cars. Track reserves the option to allow more than 20 cars to compete in the A Main.

42. **RED FLAG** means STOP immediately where you are on the track when the red flag comes out. Anyone who passes the accident after the red flag is thrown will get black flagged! Also, any driver who passes the pace truck on the tack will be sent to the rear of the field.

See 34 Raceway General Rules for specifics on, conduct, sportsmanship, pit rules and misc.