



2021 305-Winged Sprint Car Rules

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

Every night all drivers will draw for heat lineups, Top 8 in heat race passing points will redraw in order from highest to lowest point total, for their starting positions in the A main (top 8), all other spots will be filled by heat race passing points heads up.

Failure to pack track when asked will result in starting at tail all night unless good reason can be shown as to why you didn't participate in packing.

Track procedures for main events will be used. Delaware restarts in mains, driver swaps, etc., must be reported before a race starts and a driver changing cars will go to back for lineup.

A-Main points awarded as follows: 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. Drivers that take a competitive green flag but fail to qualify for the "A" Main will be awarded 65 points. Drivers that try to compete but fail to take a competitive green flag in a heat or feature race will be awarded 50 points.

ENGINES : All engines must be sealed by POWRi and/or RaceSaver only. No exceptions.

1: Only the following engine blocks will be permitted. GM 305 V-8s with the following approved casting numbers: 361979 460776 460777 460778 14010201 14010202 14010203 14088551 14016381 14016382 14016383 14094766 355909 14093627 14101147 10243878 4715111 10046164 14102058 A specific Dart Machinery block, purpose built and approved for RACESAVER®, competition is the "Little M" "B" block: pn. 31151411.

2: Ballast weight will not be permitted in cars that utilize a lightened block.

3: A maximum of 315.9 cubic inches will be permitted (+/-0.0). Stroke 3.480" (+/-0.020) Max bore 3.801. If 3.5" stroke, max bore is 3.790 Bore: Plain cast iron. Sleeves will be permitted for repair only.

4: Only flat top pistons with valve reliefs will be permitted. Pistons may not protrude from cylinder bore.

5: Only an iron or steel crankshaft, with a minimum weight of 48 lbs. will be permitted, (-1%). The main bearing diameter will be 2.450 (-.030). Weight added to crank except balance metal, which must be welded in place, will not be permitted.

6: Only 5.700" steel connecting rods, with a rod journal dia. 2.100 (-.030) will be permitted. Oil pan may be removed for inspection at any time.

7: Only chain cam drives will be permitted. Variable cam timing will not be permitted.

8: Only plain hub or SFI approved damper will be permitted. The water pump must remain in the stock location.

9: Only solid .842 diameter ferrous metal flat tappets will be permitted.

10: Only a cast iron cam, with a firing order of (18436572) will be permitted.

11: Only a straight wound spring with a flat damper, that conforms to the specifications will be permitted. PSI @ seat 90-120#, @.500 lift 330-355#, Inst. Ht. 1.700 -1.820, Dia. 1.262 +- .005, Wire dia. .193 +- .002, Free ht. 2.130 max. 1.950 min., 5 full coils +/- 1/8th turn as measured from tail to tail.

12: Only vented, wet sump, in pan, oil systems will be permitted.

13: Only rockers centered on, & retained by the 3/8" rocker studs will be permitted.

14: The maximum valve lift permitted is: (.510" int. .535" exh.) @ zero lash @ valve retainer. Only standard size & configuration, 7 degree retainers and keepers will be permitted.

15: Stud girdles, rev kits, or valve train stabilizers, will not be permitted:

16: Repositioning, boring or bushing of cam or lifter bores will not be permitted. The maximum cam diameter will be 1.869 + .002

17: Only valves that conform to the RaceSaver(R) or Powr1 original size, configuration, length & weight will be permitted. The sizes are as follows: stem size 11/32", Intake 1.94" .008 stem undercut. Exhaust 1.60", Orig. stem undercut to .315

18: Ferrous material only: Valves, Seats, Retainers, Keepers, Push rods, Springs, Tappets, Cam, Crank, Rods, Wrist pins, Fasteners, Main Caps. Materials and processes including, but are not limited to; Titanium, Inconel, Ceramics, DLC, Nikasil, will not be permitted.

19: RaceSaver® SPEC or ASCS 305 cylinder head: Alterations of any type will not be permitted. Machining, milling, resurfacing, grinding, polishing, welding, acid or caustic work, shot peening, glass beading, coating, or any other process that will alter the machined surfaces or the natural sand cast finish, will not be permitted. The cylinder head must retain all original dimensions & configurations including; Valves, springs, retainers, stems, & guides. Only re-seating the valves is permitted. Top cuts that extend into the aluminum of the chamber will not be permitted. Under the seat relief cuts, will not be permitted. Alterations to as delivered throat size, 1.810 Int. & 1.345 Ex. (+ .000 - .005) will not be

permitted. Bowl changes will not be permitted. Every dimension of these heads has a gauge dimension that must be met for them to be certified. Any changes will result in disqualification. The stamped identification marks may not be altered.

20: Compression Ratio: 10.25 to 1 will be the maximum allowable compression ratio. The compression ratio may be checked with a whistle, or by measuring the volume of the assembled cylinder using liquid. The absolute minimum assembled cylinder volume measured at Top Dead Center (T.D.C.) is 70 cc. Any type of surfacing the heads will not be permitted without a repair authorization. Original serial numbers and certification marks must remain intact. They may not be altered or obscured. Any & all repairs MUST be pre-approved and the cylinder heads must be re-certified. If any spec head is found to be modified; it must be replaced with a certified spec head.

21. Repairs: In the event a cylinder head needs to be repaired, a repair authorization must be obtained by contacting RACESAVER® or Powri before attempting repairs. After repair, the cylinder heads, completely assembled with all valves, spring, retainers, studs and guides, must sent to RACESAVER/Powri for re-certification and registration. Recertified heads will be stamped with RACESAVER® & FGRS logos or ASCS 305 logo.

Any attempt to circumvent the rules may result in confiscation of significant penalties including being banned from competing at AMS for the remainder of the season.

Car Rules:

1: Sprint car appearance. The minimum wheelbase is 80" - inches with a maximum of 95" - inches.

2: The minimum weight with a driver after race: 1475lbs. Any ballast must be securely bolted, and located between the front motor plate to 12" behind rear motor plate. Ballast will not be permitted when using a lightened engine block.

3: Ballast will not be permitted in the rear bumpers and rub rails, which must be steel, with a maximum wall thickness of .095

4: A right rear bead lock is required. At the request of our insurance, all mud plugs must be the foam type, or securely bolted mud cover. Outer mounting tabs must be integral to the wheel or bead lock or be securely welded to the wheel.

5: Wing(s): The main wing may have a maximum of 25 sq. feet, 61"- wide, with 30"-inch x 72"-inch side boards. The front wing must be a maximum of 2'-feet x 3'-feet with the leading edge no more than 6"- inches ahead of front tires.

6: Cockpit adjustable weight jacks, shocks, or wings will be permitted.

7: Titanium, carbon, and/ or ceramic brake materials will be permitted. Titanium and/or carbon parts which are, or rotate in, a diameter larger than 1.5" will be permitted. Carbon drive train parts will be permitted.

8: Open drive lines will not be permitted. Safety hoop or strap is required. Center section of the rear end must centered within the rails. A drag link retaining strap is required.

9: A fuel tank & bladder assy. or Fuel Safe enduro cell meeting FIA-FT3 & SFI Spec. 28.1 is required. A main fuel line shut off is required. An on board fire suppression system is recommended.

10: Only pure methanol is allowed. Additives of any type will not be permitted. Fuel is subject to chemical analysis.

11: Safety requirements: SFI approved helmet, 5 point harness, fire suit, gloves, roll bar padding, shoes, arm restraints. Hans® type device strongly recommended.

Any member of a team who goes to another competitor's pit or car, or race directors, or track officials; and engages in any verbal or physical confrontation on ,or off, the track; may subject that team to immediate suspension.

TIRES & WHEELS

1. Right Rear: Hoosier Medium or Hard. Racesaver Stamped RR. Absolutely no tire preps or tire softeners allowed. HOOSIER HR15 ARE OPTIONAL AND ALLOWED

2. Beadlocks recommended on all wheels.

3. Maximum right wheel width is 18". Maximum left rear wheel width is 15".

4. Left front is the only tire you can run flat.

5. The left rear tire must be a Hoosier tire.

6. Electronic bleeders are allowed (Swindell bleeders)

SAFETY

1. All drivers are required to wear a SNELL-approved helmet, fire-retardant uniform, protective gloves and arm restraints during competition.

2. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. Five-point hookup with 3" belts is strongly recommended.

3. It is strongly recommended that all sprint cars have front axle tethers with the following part numbers for complete kits from ButlerBuilt: #BBP 4922-225 (2 1/4" axle diameter); #BBP 4922-238 (2 3/8" axle diameter); #BBP 4922-250 (2 1/2" axle diameter). Tethers are mandatory.

4. 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 ButlerBuilt.

5. 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.

PROTEST

1. Protest may be made for \$1,000 to have another driver's engine inspected. If legal, driver protested keeps money. If illegal, money is returned to the protester. In either case, \$150 will be paid to tech inspector completing the inspection so only \$850 goes to the recipient. The Track has the right to a complete engine tear down after 4 main event wins.

Tech Procedures:

It is in everybody's best interest competing in this class to have Strict Tech Procedures to ensure nobody is cheating.

If you refuse to be teched or do what the Tech Official is asking, then you forfeit your finish place points and all money earned that night and be credited for a DQ for that race event.

Tech Barn is to only have the TECH OFFICIALS, The Driver and one crew member along with the 1 neutral 305 driver appointed at the beginning of the year to observe and oversee Tech Procedure.

1475 lbs weight rule with driver inside.