

BRS 360 Fall Sprint Nationals
September 10 & 11, 2010
Black Rock Speedway - Dundee, New York

TECHNICAL RULES (revised 08/15/10)

- 1. Engine:** 360 cubic inches, plus 1% tolerance for a 363.6 maximum c.i. displacement.
- 2. Block:** Steel blocks only. No aluminum blocks. No titanium in engines, excluding valves and valve retainers. Inspection plug in pan is recommended.
- 3. Fuel Injection:** 2-3/16 inches (2.187") maximum inside stack diameter; at least 3" in length for those used in conjunction with Ford #27-223, Mopar #27-222, or Chevy #27-211 Brodix spec heads. Larger injectors may be used, but they must have 2-3/16" sleeves at least 3 inches in length installed above the butterflies. (Note: Due to manufacturing processes, some injector restrictor sleeves may be slightly larger and a tolerance of .005" will be allowed on no more than 3 stacks). No relief hole may be drilled above the butterfly on any injector. No throttle body, computer-controlled or plenum-type injectors allowed. No down-nozzle injectors may be used. Only one nozzle per cylinder is allowed. No alteration of injector manifold mounting holes will be allowed. No timed fuel injectors will be allowed. Only one injector nozzle and one injector line per cylinder and it must be in the injector casting. 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. Heads:** Spec heads, part #27-211 (Chevy), #27-223 (Ford), and #27-222 (Mopar), with American Sprint Car Series (ASCS) stamp may not be altered in any way for performance enhancements. Intake opening no larger than original opening, except: intake port floors and sides may be ground or polished 3/4 of an inch 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 the polish wheel. This is permissible as long as the letter is still intact. During polishing of inlet port, polish marks may go slightly further than the 3/4-inch mark.

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

Non-spec Chevrolet heads will be allowed, but must have an unaltered ASCS or Fel-Pro (#8E89208) intake restrictor gaskets installed. Unaltered means absolutely no modifications to bolt holes or port sizing. The ASCS restrictor gaskets must be installed right side up with the logo on top. The restrictor gasket must protrude a minimum of .150 inch into the roof line of both the injector and cylinder head port. There shall be no streamlining or re-contouring of intake ports or injectors to reduce the effect of the restrictor gasket. Non-spec heads must have stock bolt size (3/8"), location (no step studs) and remain within one degree of OEM angle specifications (must accept a stock intake manifold). Restrictor gasket bolt holes may not be enlarged or relocated. No Brodix #12 heads. No 18-degree heads. No canted-valve heads. No heads other than the original 23-degree valve angle heads. A maximum of one-degree tolerance of original manufacturing of valve angle is allowed.

Airflow Research 360 spec heads (part #1056) will be allowed with absolutely no altering of the ports. Clearance and polishing work in the combustion chamber is allowed, but no work may go beyond the valve seat. **No ALL-Pro heads allowed.**

Any V-8 U.S.-production engine may be used after the heads have been approved. No V-6 engines will be allowed.

5. Weight: Minimum 1475 lbs. weight (with driver; no fuel added) after the race. Zero tolerance as measured by the Black Rock Speedway equalization platforms. No bolt-on weights will be allowed. Tubing and nerf bars must be hollow.

6. Wings: Maximum top wing size of 25 square feet with 30-inch side panels. Maximum center foil width 60 inches covered with aluminum. The deepest point allowed in the top surface of the wing will be 2-1/2 inches measured from top front of wing to the rear edge. Top surface of the wing measuring crosswise must be flat. NO turn-up (wicker bill) on 90 degree angle allowed at rear of center foil on dished wings. Flat top wings may utilize a 2" turn-up (wicker bill) on 90 degree angle at the back edge of the top wing. Center foil must be one piece. No split wings or bi-wings. No vent holes. Top wings must not extend beyond outside of rear tires. 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 (reinforcement not to exceed 1.25 inches).

- Two stationary rudders will be allowed to run under the entire length of the underneath portion of the top wing. Nowhere shall the rudder exceed 3 inches in height.
- No car will be allowed to compete without top wing.
- Maximum front wing size to be 6 square feet total with a maximum width of 36 inches and 12-inch side panels. The leading edge of the front wing cannot be further than 20 inches forward of the leading edge of the front axle. One-inch maximum turn-up (wicker bill) allowed on any front wing. 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.
- Wings must be fabricated of metal alloys only. NO fiberglass, carbon fiber, or other similar material may be used.
- No body pieces to extend beyond or underneath front torsion tube except hood. No wedges or foils underneath race car. 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 & braking system.
- Sunshields cannot restrict vision.
- Cockpit adjustable front-to-rear (hydraulic) slider is the only cockpit adjustable permitted.

7. Chassis: Any sprint chassis is allowed. The roll cage must be of a four-post design. No dirt champ cars. No elliptical tubing used on or as part of the main frame structure. No chassis/suspension cockpit-adjustable devices (excluding top wing slider) are allowed.

8. Fuel Tank: All fuel tanks must have a bladder. Fuel tanks must be securely fastened. Any means of mounting the tank must meet the approval of the officials. Tank size used for qualifying must remain for all events.

9. Wheels: No dual wheels are allowed. No carbon fiber wheels. Maximum allowed width of 18 inches for right rear wheel. Maximum allowed width of 15 inches for left rear wheel.

10. Numbers: Numbers must be visible and neat in appearance. Numbers must be on both the left and right side of the tail, as well as the side panels of the top wing. Numbers must be at least 18 inches high, and letters at least 12 inches high, on the top wing. In the event of duplicate numbers, teams may be asked to temporarily add a unique letter to their number in all locations on the car. Numbers will be assigned on a first-come, first-served basis by order of receipt of entry.

11. Mufflers: Mufflers are **required** at Black Rock Speedway. (Inserts or Weld On type acceptable) Maximum of 105 db.

12. Brakes: Only Steel, aluminum, or titanium brake rotors allowed.

13. Bumpers: All rear bumpers must be steel. Diameter must be a minimum of one inch. Minimum .065 thickness, and must be bolted in place (no pins, cotter keys, or pop rivets).

14. Front axle: Steel only. Minimum sizes: 2 inches by .156, 2-1/4 inches by .120, 2-3/8 inches by .095, or 2-1/2" by .095.

15. Nerf bars: Steel only. Must be bolted in place (no pins, cotter keys, or pop rivets).

16. Floor pan: Steel or aluminum only.

17. Carbon fiber: No carbon fiber parts allowed in the suspension or drive line.

18. Driver seat & fuel/fume deflector: Driver's seat is 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.

19. Tires: Affiliate tires to be used on right rear (Hoosier Plated HTC, ASCS Med or Hard, D-25, or Plated NRA SC-1, American Racer MC-2 or MC-3) Open tire rule on other 3 corners.

20. Driveline System: All driveline systems must be properly installed, reinforced and/or covered. A driveline hoop or restraint is required.

21. Fuel: Methanol or ethanol fuel only. No Top lube or fuel-coloring agent or any other performance-enhancing fuel additives are not allowed. Fuel may be tested by Tech Officials if desired.

22. Radio: One-way on-board radios are mandatory. The one-way on-board radio channel will be the RaceCeiver frequency of 454.0000. Any driver found sending radio transmissions, or receiving radio transmissions from someone other than an official of the event, will be automatically disqualified. Officials' radio communications overheard by others will never be used as the basis of a protest, nor will they be used in support of a protest.

23. Seatbelts: Seatbelts should have the five- or six-point configuration of attachment to the frame or roll cage. The shoulder belts should be attached behind the seat to the frame or roll cage lower than the driver's shoulders. Arm restraints are also suggested.

24. Driver's equipment: The driver's suit should be of multi-layered Nomex. Nomex underwear and socks are suggested. A head sock is also suggested. Driving gloves, racing shoes and a neck collar are strongly suggested.

25. Car's equipment: Use a securely fastened steering wheel with a quick disconnect and removable steering wheel. No aluminum roll cages, front axles, frames, rear bumpers or nerf bars. All roll cages must be higher than the driver's helmet. Opening on left-hand side of cockpit must be a minimum of 14 inches. Opening on right-hand side of cockpit must be a minimum of 12 inches. Minimum wheel base of 83 inches, maximum wheel base of 90 inches. No pop rivets or cotter keys to be used to fasten wings, bumpers or nerf bars to race car. No drilled or hollowed bolts in the car's steering components. Only two valves and one spark plug per cylinder allowed. No titanium crankshafts or rods allowed. There must be an inspection plug in the oil pan, either a #12AN fitting or a one-inch pipe plug, or the pan may be removed for inspection. The sprint car cannot be raced without a hood. If a rear bumper is lost during a race, the car may continue until the car is stopped. If a red flag situation occurs, the rear bumper must be replaced in the allotted time before it can be restarted. A right-hand side head restraint system is mandatory; it is also recommended for the left-hand side. In some cases, head nets may not be required if the seat restraint system is approved by the Black Rock Speedway officials. Metal fasteners are strongly suggested. Knee pads or other devices to keep the knees from banging around on objects and causing injuries are encouraged. Shoulder/helmet restraints are also encouraged. A padded head rest and roll cage padding around the cranial area is encouraged. A type of styrofoam or fiberglass insulation of one-inch thick with an upholstery-type covering is suggested. If armafax or foam rubber is used, it should be considerably thicker. A tether is required on the drag-link, attached to the frame.

26. Technical Inspection: Cars will be subject to technical inspection at the discretion of the technical inspection committee assembled by the Black Rock Speedway. All illegal parts will be confiscated; the responsibility for proving the parts legal rests with the team checked. All decisions are final.

27. Technology: No traction control devices of any kind allowed. This includes mechanical and electronic traction control devices. No wheel speed sensors permitted. No microprocessor-operated or -controlled parts (such as fuel injections, fuel systems, etc.). The only cockpit adjustable permitted is a hydraulic (front and back) top wing slider.

BRS 360 Fall Sprint Nationals
September 10 & 11, 2010
Black Rock Speedway - Dundee, New York

PROCEDURAL RULES (revised 08/16/05)

1. General: No speeding in the pits; if determined to be speeding, automatic disqualification will result. If a driver stops on the track for any reason (unless directed by an official) once he has started, he will be directed to the back of the field. If a part is loose on a car, and an official elects to pull it off, the car would restart at the rear. If the official stops the car, but feels it is safe to continue as is, the car would restart in the position it was running. Drivers meetings are mandatory. "Odd row out" shall determine the procedure for lining up the 4-abreast Salute-to-the-Fans parade lap. Rough driving or any form of unsportsmanlike conduct from anyone connected with the car will be grounds for disqualification. A car and a driver qualify as a team, and each driver can qualify only one car (in heats, if a driver attempts to qualify a second car, the first car is automatically disqualified). A qualified driver may start an event in a different car, but the driver must start each successive event in that car from the rear of field. No cars may be started in the pits. No alternates will be allowed in the main events.

2. Racing: On original starts, the green flag will fly when the front row reaches the line/cone/pole. No one may pull out of line until they have crossed the line/cone/pole and the green flag is displayed. On a restart, cars must stay single-file in line until they have passed the restart cone. If a car is out of line or touches the cone, the driver will be penalized 2 spots (or 2 spots per car passed) at the end of the race. On a red flag, all cars must stop As Soon As Possible and should stop on the high side of the track without driving through the scene of the accident or as directed by the on-board one-way radio communications from an official. No work may be done during a red flag. No crews or tools are allowed on the track. On a fuel stop, just two crew members per car with fuel and tear-offs only will be permitted on the track. No cars will be pushed off at the start of a race after the flagman has given the one-to-go signal (white flag). Lapped cars stay in the line up. When the white flag (or one-to-go signal) is displayed prior to restarting a race, no car may enter the track (violators will be black-flagged). Cars pulling into the pits for repairs must clear the track sufficiently and go directly to the designated work area only so that the race may continue or be restarted without further delay. Only in the A-Main will a 2-minute grace period be given. Violators will not be allowed to continue that event. No repairs may be made on the track on a yellow flag. Repairs under a red flag condition may be made only by the driver and no tools may be used. In the event of a re-fuel stop, only two crew members may come on the track and they may only bring tear-offs and fuel. A car may be sent to the rear for a restart for a variety of reasons, including a) causing the restart, b) going to the pits for repairs/changes, c) stopping for any reason. A car may be disqualified from a race for a variety of reasons, including a) working on the car on the track, b) having stopped motion two times unassisted, c) intentionally delaying a race. In the event of a gap caused by a missing car on a start, the entire row moves up. A red-flag fuel stop may occur after 42 minutes of green or yellow flag conditions have been completed, with the clock starting after the first car on the track completes one lap.