2014 PETALUMA SPEEDWAY
360 SPRINT CAR RULES

Current as of February 20, 2014

PETALUMA SPEEDWAY

2014 360 Sprint Car Rules

As of 2/20/2014

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All changes are highlight in Yellow. No changes as of 1/25/2014.

1 Safety Equipment

Driver

Driver Suit

Multi-layered fire suit with nomex underwear and socks mandatory.

Driving gloves and fire retardant shoes mandatory.

Helmet

Helmet must have a SA-2005 or newer sticker.

Driver's helmet should carry name, blood type, allergies and date of last tetanus shot along with pertinent medical history – this is optional but suggested.

Other

Arm restraints, helmet restraint, neck collar mandatory.

Padded knee guard and pad on center of steering wheel.

Driver Compartment

Window Net

Fire Equipment

Car

Pit

Each pit area must be equipped with a serviceable A-B-C type (dry powder) fire extinguisher minimum 7.5 pound capacity. This is in addition to extinguisher in race car. The extinguisher must be visible from pit road.

Seat

Seat Belts

Three inch, five point belts installed in accordance to manufacturer's suggested installation. Belts dated within three years of current season.

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Communication

RACEceiver's and transponders are mandatory! RACEceivers and transponders are available for purchase or rent at the track.

If you do not respond to Raceceiver commands you will be black flagged.

NO scanners, two-way radios, cell phones, signaling devices or other means of communication may be used.

Miscellaneous

2 Weight

Class Weight Rules

Cars must weigh a minimum of 1525 pounds WITH driver at any time, before during or after racing event. ASCS spec head motor 1475 with driver.

Add-On Weight

No bolt on weight.

3 Chassis

Eligible Models

Any sprint chassis is allowed. Must pass manufactures safety standards and approved by Petaluma Speedway officials.

No champ dirt cars.

Dimensions/Wheel Base

Min. wheel bases 84".

Frame Specifications

No aluminum frames.

Roll Cage Specifications

Steering

Driver's Compartment

Front Suspension

Front Springs

Rear Suspension

Roll cage must be of a four-post design. No elliptical (oval shaped) tubing used on or as a part of the main structure.

Rear Springs

Shocks

No cock-pit adjustable or with in reach of driver

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Brakes

Electrical and Electronics

Battery

Electrical

Electronics

No traction controlled device allowed.

Engine Compartment

Engine Location

4 Bumpers, Nerf Bars & Rub Rails

Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum bumpers or nerf bars. Nerf bars must not be outside tires. Maximum 8” front bumper or 23.5” from center of front axle to front of front bumper.

5 Engine

Block

Engines are limited to a maximum of 360 cubic inches.

Engines must be cast iron.

Crankshaft

No titanium crankshafts.

Connecting Rods

No titanium rods.

Pistons

Heads

Aluminum heads are permitted.

Springs

Valves

Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception, no rollover.

No multi valves per cylinder head permitted.

Camshaft

No overhead cam type motors.

Rockers

Oil Pan

Must have inspection plug in oil pan.

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Intake

Air Cleaner

Fuel Delivery System

Only one nozzle per cylinder. No down nozzles, no injection nozzles drilled directly into head and no computerized injection.

Injectors to in individual stack per cylinder design and shall not exceed 2-3/16” maximum inside diameter. Larger injectors may be used, but sleeves a minimum of three inches in length must be installed in the stack above the butterflies. No relief hole may be drilled above the butterflies on any injector.

No throttle body or plenum type injector allowed. If Ford or Chrysler engine used injectors must be restricted to 2” inside diameter and 3” in length.

Ignition

Starter

Cooling System

Water only to be used for coolant. Use of antifreeze results in disqualification. Water Wetter or equivalent ok.

6 Drivetrain

Bellhousing

Clutch

Transmission

Flywheel

Driveshaft

Drive line strap or hoop restraint constructed of .065 steel ether welded or bolted to the chassis. Metal hoop restraints must react positively to magnet test.

Rear End

Miscellaneous

7 Exhaust

Manifold/Header

Exhaust System

Mufflers

MUFFLERS ARE REQUIRED AND MUST MEET 95 DBA. AT 100 FEET.

Any Car that exceeds 95 DBA at any time will receive a black flag.

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8 Body

Body, Body Types

Spoiler

Body Appearance

Identification

9 Fuel System

Fuel

METHANOL ONLY. No additives.

No nitro or NOS allowed.

Specific gravity not to exceed .82 or within (plus or minus) .10 of standard track fuel sample.

Fuel Cell

Fuel cell securely mounted with bladder mandatory. Tank used for qualifying must remain on for all events.

10 Tires and Wheels

Tires

Right rear Hoosier Racing tire, stamped M14 (HTW) or D25.

Left rear Hoosier Racing Tires, stamped D10 or D12 (HTW) or RD12. 92.0/16.0-15 part #31172 and 94.0/16-15 part #31192, WILL NOT BE ALLOWED. Right Rear F55compound OK, Left Rear D15 compound OK.

Wheels

11 Miscellaneous Class Specific Rules

Wings

Top Wing Option #1 Flat Top - World of Outlaws wing rule

Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center foil top is to be flat from front to back and side to side.

Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

Maximum 1” removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed.

The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.

Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be onepiece 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.

No foils or rudders will be permitted anywhere on the top wing.

Side Board Panels Top Wing

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. No adjustable bracing allowed.

No aero elliptical brace material permitted.

No brace or support shall resemble a wicker bill or a split wing.

Side boards must be mounted square to the center foil and parallel to each other. No kick-out allowed.
Top wing side boards maximum size, 72 inches long and 30 inches tall. 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° angle with no variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.

Panels must be of one-piece construction Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90° angle to the flat portion of the side panel.

Top Wing Option #2 Dish Top

Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed

No wicker bills or Gurney lips permitted on Center Foil.

The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing forward and backwards movement only.

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.

Side boards must be mounted square to the center foil and parallel to each other.

Top wing side boards maximum size, 72 inches long and 30 inches tall

Panels must be of one-piece construction Panels must be fabricated flat

Kick-out and adjustable bracing are not allowed.

THIS IS THE WING THAT WAS RUN THE LAST FEW YEARS

Front Wing

Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90° angles.

Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

No wicker bills or Gurney lips permitted on Center Foil unless the car is outfitted with Wing Option #1, in which case a maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed.

Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20".

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.

Center Foil must be one piece. 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.

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.

No moving parts permitted on or in foil structure. Rudders or fins are not allowed.

The 5" section located at the rear of the front foil must not have a belly/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).

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 foils leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

Side Board Panels Front Wing

Front side boards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the centers foil front edge to the side board front edge.

Side boards may have front, back, top and bottom turnouts of no more than ½ inch.

12 Disclaimer

From: THE MANAGEMENT OF PETALUMA SPEEDWAY

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 conditions of all events and by participating in these events, all participants 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/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a Participant, spectator or official. The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further

restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. REFEREE'S DECISION IS FINAL.

2004 STATE RULES ALLOW NO LIQUID DUMPING FACILITIES AT THE FAIRGROUNDS. Each race car that enters the Fairgrounds Pit Area MUST have an empty container(s) approved by the MANAGEMENT OF PETALUMA SPEEDWAY that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These container(s) must be removed with the racecar after every race and be disposed of at an approved facility at the owner's expense.

IMPORTANT NOTICE

It is ultimately the obligation of each participant to insure that his/her conduct and equipment comply with all applicable Petaluma Speedway rules and regulations as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.