

2012 WINGED TROPHY CUP RULES

SAFETY RULES

1. Mandatory Safety Equipment

- A. Snell rated SA95 or SA2000 Helmet Required
- B. SFI Fire suit, minimum of two (2) layers thick.
- C. Fire resistant gloves.
- D. Fire retardant racing shoes.
- E. Arm restraints.
- F. Right side head net.
- G. Driveline hoop or restraint (no open driveline).
- H. High back (stock car style) seat.
- I. Padded knee guard.
- J. All cars to be equipped with fuel bladders.
- K. Three (3") inch, five (5) point seat belts installed in accordance to manufacturers' suggested Installation.
- L. Must use bead lock on right rear at all times.
- M. Drag link must be tethered to the frame.

2. Suggested Safety Equipment

- A. Windshield screens with a minimum .090 thickness.
- B. Head rest with padding.
- C. SFI flame retardant underwear, head sock and foot socks.
- D. Left window net.
- E. Helmet restraint.
- F. Neck collar.
- G. Steel tie rod & drag link w/ steel Hymens
- H. Drivers seat fuel/fume deflector

CHASSIS RULES

Weight

All cars competing with ASCS specifications cannot weigh less than 1475 lbs. with driver. All other cars Must weigh a minimum of 1500 lbs. with driver when weighed as follows: Per official discretion initial Weigh-in will take place prior to qualifying and there will be a mandatory weigh-in for the top three Finishers immediately after finish of that event before going to your pit. Random weigh-in at any time During the program. Scales available any time for checking weight before program begins. Bolted on Weights must be painted white with car # on it.

Penalties

If a car is found too light after qualifications, your time will be scratched and you will be given an Opportunity to bring your car up to the required weight. Once you are reweighed and pronounced legal, Your car starts on the tail of all races. If you still do not meet weight after two times across the scale, you Will be disqualified for the night and lose all points and money for that event. If your car is found illegal After the feature, you forfeit all points and money for the event.

1. Weight Rule: Weight rule is 1475 lbs. ASCS motor /open motor is 1500 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 must be securely attached and painted white with car number and must remain in place during a race.
2. Any sprint chassis is allowed, but it must 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. Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events.
4. No flammable liquids allowed in cooling systems. No fuel additives.
5. Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires.
6. All drive lines must be broken in the coupler or rear slider, fully enclosed and contain no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap is strongly recommended.
7. Mufflers: Mandatory, must meet 90 dba. Loss of muffler will result in disqualification.
8. Headers: Must be a minimum of .045.
9. Steel, aluminum or titanium brake rotors only.
10. 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.
11. No hollow, tubular or drilled out bolts allowed.

12 The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal

ENGINE RULES

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6). (open motor must weigh in at 1500 lbs with driver)
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.

1. Spec Heads: Brodix heads part # 27-211, #27223, and #27-222 with ASCS stamp may not have any performance-enhancing alterations in any way. 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. 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 1 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 used by sanctioned ASCS tracks.

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

1. All spec heads must remain within 1 degree of the original manufacturing.
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. Intake port at no time may exceed 215 cubic centimeters.
3. All oil pans must have inspection plug, pans without plug will be subject to pan removal at anytime.
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, 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
9. Owners found to have illegal engines or that refuse to tear down their engine will forfeit points and money

Exhausts

10. Any Muffler that meets 95 decibals @ 100ft requirement
11. Any car loosing a Muffler during an event will be Black flagged from that event.

WING RULES

- a) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
- c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.
- d) Other than the slider mechanism, no moving parts allowed on or in foil structure.

e) 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 $\frac{1}{2}$ inch specification. (This $\frac{1}{2}$ inch measurement ensures that the belly/curl arc is gradual.)

f) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of $2\frac{1}{2}$ 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.

g) 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

Front Wing:

a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.

b) Center Foil shall be fully sheathed in aluminum. No vent holes allowed.

c) Wicker bills up to 1-inch are allowed on nose wing, flat or dished.

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

e) 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.

f) Center Foil must be one piece. No split or bi-wings will be allowed.

g) 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.

h) 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.

i) No moving parts allowed on or in foil structure.

j) 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 $2\frac{1}{2}$ inches from the rear of the foil may not be deeper than $\frac{3}{8}$ inch. There is zero tolerance on this $\frac{3}{8}$ -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 $\frac{3}{8}$ -inch specification (This $\frac{3}{8}$ inch measurement ensures that the belly/curl arc is gradual).

k) 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.

Qualifying Procedures

Pea Pick for order. 150 points will be given for fast time and minus 1 point for every position thereafter (example 2nd position 149 points, 3rd 148).

1. 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.
2. The Official lineup is when the caution lights go out on the final parade lap. The start will be official only upon the starter signaling with the green flag. the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. Cup officials shall be empowered to disqualify or penalize any driver violating this rule.
3. A white line or Cone will be placed on the turn 4 area for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. If in officials judgment the front row car or cars are out of position a yellow will be displayed, after the green and the offender being placed back as stated in drivers meeting in officials judgment will be penalized
4. Any car requiring a second push on start or restart of race will be placed at rear.
5. 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. Leader must set a consistent pace. Any car going inside of cone, hitting cone or passing a car prior to going outside of cone will cause a yellow and be placed on rear.
6. 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.
7. Alternates will not be taken to fill any vacancies that occur.
8. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

Tires and Wheels

1. Right Rear Hoosier Racing Tire, HTW.
2. Beadlocks recommended on all wheels.
3. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.

Safety

1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition.
2. 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.

Protest

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.

1. 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 Trophy Cup Officials

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, 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 crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

YELLOW FLAG

1. Any car that stops on the track will be sent to the back of the field on the restart.
2. Any car that does a 360 and brings out a yellow flag will be sent to the rear on the restart.
3. Any car or cars involved in bringing out a yellow or red flag will restart in the rear.
4. All cars restarting in the rear, will be lined up according to the order they were running on the last complete lap. With the exception of the car responsible for causing the caution.
5. Any car that receives 2 charged stops will be black flagged for the remainder of that race.

RED FLAG IS CLOSED UNLESS OFFICIAL SIGNALS OTHERWISE

OPEN RED:

Crew members can go to car, driver must stay in car or you will be disqualified (except for Safety reasons). A single will be given for an open red.

CLOSED RED:

1. No working on car by anyone. Cars will be pushed off as soon as accident is ready to be cleared. (Example: As soon as driver is checked for injury and cars are upright, we will push off. Line up single file so officials can line you up)
2. 2 LAPS WILL BE GIVEN AFTER LAST CAR IN ACCIDENT GETS TO WORK AREA.

All ties in overall points will revert back to qualifying times.

All races and qualifying pay points on Friday Night (except "C" main)