



2020 ASCS San Tan Ford Desert Sprint Car Series Rules and Regulations

General Information

- This booklet contains the official rules and car specifications for all sanctioned events of the ASCS San Tan Ford Desert Sprint Car Series. Any point not covered herein shall be resolved by Desert Sprint Car Series appointed representative.
- All cars MUST display the official decals of major ASCS San Tan Ford Desert Sprint Car Series sponsors or any other designated sponsors to be eligible for contingency and point fund. Drivers must be a member (competing in at least 75% of events) in good standing in order to qualify for point fund money. Cars must display decals on of both sides of car and must be visible.
- For 2020 drivers participating in an ASCS San Tan Ford Desert Sprint Car Series sanctioned event must purchase an ASCS license for \$150. There will be one grease race per year per driver before purchase must be made. All licensed drivers and Crew Members will be charged a maximum \$30 for pit passes (Hall of Fame, WOO Race, and Copper Classic excluded) also must present ASCS license and matching drivers license for discount . All cars entering will pay an entry fee of \$20 per show payable at draw.
- There will be special event shows during the year that do not follow these formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting.
- In the event a two-day race is scheduled, the first day will be run with the same format as the second day with the exception that the first four finishing positions in the A Feature the first day may be locked in.
- Anything deemed not within the spirit of the rules by the officials will not be allowed.

G. Social Media bashing of any tracks, officials and/or competitors can and most likely will result in fine and suspension.

All races will run as officials feel is to the best interest of the race program.

Qualifying and Racing

- Qualifying heat races will be held at all events. All drivers draw for heats. Qualifiers redraw for starting positions. 15 cars or less, top 6 in passing points redraw. 15 cars or more top 8 in passing points redraw.
- "B" mains are lined up straight up from heats with highest finishers to the front. The top four cars from each heat race will Transfer to the A feature with the remainder of the cars going to the B Feature.
- No driver will be permitted to change cars after taking the green flag of his qualifying heat race. An exception to this rule will be in a two day race.
- The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. *Officials* shall be empowered to disqualify or penalize any driver violating this rule.
- 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. Flag man will be instructed not to throw the green flag until then. If in officials judgment the front row car or cars are out of position a yellow will be displayed, after the green and a warning given to offender. Any further violation will result in the offender being placed a row back with car behind offender being brought to front row. Any other car not in proper position in officials judgment will be penalized a minimum of 2 positions plus one position for each position gained over one. This penalty will be imposed on the next yellow or red flag. If there is no flag after penalty then it will be enforced at end of race.
- Any car requiring a second push on start or restart of race will be placed at rear.
- 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 at or near the 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 yellow and be placed on rear. If no yellow appears you will be penalized two (2) spots for each position passed at the finish.
- 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.
- Alternates will not be taken to fill any vacancies that occur.
- Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

- New drivers to series or cars having difficulty maintaining position may be asked to tag events dependent on speed and resume.
- All lap cars will go to the back of field on restarts.
- All races will be 8 lap heats and 25 lap main events unless track curfew does not permit. Unusual number of cautions, extremely dusty conditions etc race director can adjust laps.

Flag Procedures

Yellow Flag:

- All cars stopping on a yellow, will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow/red flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag.
- Any car that is involved in two unassisted yellow flags will be disqualified for that event.
- There will be one attempt at a green-white-checkered flag, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.
- Any car involved in yellow will be given 2 laps to return to track.

Red Flag:

- Cars that the red flag was thrown for and any other cars that go to the work area will be placed at the rear of restarting line-up. All others will get the position they were running in prior to flag, if ready to join restarting line-up when called.
- It shall be the decision of the flag man and AMS as to what cars flags were displayed for, and their decision is final.
- All Restarting line-ups will be double file after one lap with any lapped cars being placed in the rear of the line-up. Exception will be with 5 laps remaining with single file restarts and lapped cars in position.
- A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment.

Engine Rules

- 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
- Any American make steel engine block allowed. Aftermarket and OEM performance blocks allowed. No aluminum blocks. No Titanium in engines, including valves and valve retainers.
- Flat tappet cam/lifters. Magnetic steel retainers only.
- All engines must be able to be used in conventional passenger car without alterations.
Engine mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside of engine (no lightweight engine blocks).
- 'Wet' sump oiling system only.
- GM to use 23 deg valve angle. Ford to use 20 deg valve angle. Mopar to use 18 deg valve angle. Must retain specified valve angle measured with an angle finder plus or minus 1 degrees total. Measurement will be taken from valve retainers.
- Only two valves and one spark plug per cylinder allowed. No big blocks.
- Engine components must be of matching manufacturers (i.e. Chevy for Chevy).
- All oil pans must have inspection plug, pans without plug will be subject to pan removal at anytime.
- Injectors: 1 7/8 inch maximum inside diameter of injector stack- 1.875 at least 1" in length of restriction for restrictor. Note: Larger injectors may be used, but sleeves a minimum of 1" 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. There is no tolerance. Restrictors can be purchased from Steve Faria @ System One. 559-687-1955.
- 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. No electric fuel pumps.
- No Turban driven, Turbo or blower will be allowed.

- No computer operated or controlled parts, such as fuel injections, fuel systems, chassis adjusting systems, etc.
- Any car changing a motor after taking an official green flag will start at the back of the A Main.
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Chassis Specs

- No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
- Weight Rule: Weight rule 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 can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. C. No gun-drilled, tubular or hollow bolts or studs anywhere on car.
- 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.
- Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events.
- No flammable liquids allowed in cooling systems. No fuel additives.
- 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.
- 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 **mandatory**.
- Headers: Must be a minimum of .045. Mufflers required at all events. Unaltered **SCHOENFELD ASCS-WOO 78 is only muffler allowed.**

SERIES MUFFLER REQUIRED PART NUMBER **14272735-78**

- Steel or Aluminum brake rotors only.

- No Titanium. Rotating, body or elsewhere.
- 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
- The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal
- Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed. AMB transponders also mandatory.

Suspension, Tires and Wheels

- One shock only per wheel is permitted. No Gas or Canister Shocks Allowed. No cockpit adjustments.
- Right Rear Hoosier Racing Tire, stamped Medium or Hard 105 X 16. The left rear tire is open- Must be Hoosier only. Compound and size optional. Both front tires must be Hoosier Sprint Car tires with the compound optional. Tires may have optional width and height, except for right rear.
- No tire preps or tire softeners allowed.
- Beadlocks recommended on all wheels.
- Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.
- Left Front is the only tire you can run flat.

Fuel

A. Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

Safety

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

- All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. *It is strongly recommends a five point hookup with 3 inch belts.*

Shock Claim

- Any shock can be claimed for \$125 plus shock swap. All 4 shocks \$475 plus shock swap.
- Claiming driver must hold current series license, must have competed in previous two scheduled events and must finish in the top 6 of main event.
- Claiming driver must stop on front stretch immediately following main event and present claim to race director of division.
- Claiming driver is allowed one shock claim per year.
- Claiming driver must present shock claim on front straight. Not team member.
- Claimed driver must immediately give up claimed untampered shock for swap. Failure to do so will result in following penalties. 1st denied claim, loss of pay for night and points for night. 2nd denied claim, loss of pay for night and points for year.

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 officials.
Complaining to officials about a competitor's car is not a protest and could be taking for harassment of official and subject to fines. If you feel someone is cheating use the protest rule to do so.

- 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.
- All protest must be filed within ten (10) minutes after the completion of the last race of the evening.
- Grudge protests may be denied.
- In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.

Protest Fees (Figures In Parenthesis Are Filing Fees)

- Motor tear down (heads off) and cylinders inspected: \$800 (\$100).
- P & G fuel test \$800 (\$100).
- Other technical protest: \$200 (\$100)

2020 ASCS SAN TAN FORD PAYSCALE:



1 ST -	\$1000
2 ND -	\$500
3 RD -	\$400
4 TH -	\$300
5 TH -	\$250
6 TH -	\$200
7 TH -	\$175
8 TH -	\$150
9 TH -	\$150
10 TH -	\$150
11 TH -	\$150
12 TH -	\$150
13 TH -	\$150
14 TH -	\$150
15 TH -	\$150
16 TH -	\$150
17 TH -	\$150
18 TH -	\$150
19 TH -	\$150
20 TH -	\$150
21 ST -	\$150
22 ND -	\$150
23 RD -	\$150
24 TH -	\$150

NON QUALIFIERS / NON START \$70

A driver must take the initial green flag in main event to collect the \$150 start money. If driver does not take initial main event green flag driver will receive NQ \$.

