

2011 Budweiser 360 Sprint Car Rules

Revised February 1, 2011

All Eagle Raceway [general rules and procedures](#) will apply. [Eagle Raceway uses ASCS line-up procedures](#). Eagle Raceway uses current [ASCS rules](#) for engine & chassis specifications only, with the following exceptions/additions:

A. ENGINES

1. Engines will be a maximum of 360 cubic inches plus 1% (363.60 cubic inches maximum).
2. American-made V8 engines only.
3. No aluminum blocks.
4. No Titanium parts allowed, excluding valve retainers and valves.
5. 4-barrel carburetor or 2-3/16" fuel injection. The fuel injector must meet one of the following specifications subject to approval or disapproval by the Race Director.
 1. Any make fuel injection that is mechanical with 2-3/16" butterflies or smaller. "Klein" style throttle body injector is legal.
 2. Any make fuel injection that is mechanical with larger than 2-3/16" butterflies (i.e. 2-7/16") must have stacks/ram tubes that are reduced to 2-3/16" inside diameter for a minimum length of 3".
 3. Only one nozzle per cylinder.
6. Aluminum heads are allowed. ASCS head will have a maximum 2-3/16" inside diameter stack for a minimum length of 3". All non-ASCS heads will be required to run the ASCS intake gasket unaltered or 2.100 restrictor at a minimum length of 3".
7. No operating down nozzles allowed.
8. No ~ 12 Brodix or above, Mopar, Pontiac, Buick, or Olds heads.
9. No raised runner heads. All heads must retain stock intake runner configuration.
10. No more than two valves and one spark plug per cylinder.
11. Stock valve angle only at 23° plus or minus 2 degrees.
12. 4-2-1 headers are legal.
13. Top four finish positions in the A feature may be pumped or checked. All cars are subject to engine checks at any time.

B. TIRES & WHEELS

1. All wheel covers must be fastened securely and are subject to safety inspections at any time.
2. The right rear tire will be a Hoosier racing tire, stamped medium or hard 105 x 16.

3. No plastic or carbon fiber wheels, bead locks are optional.
4. Maximum right rear wheel width is 18". Left rear maximum width is 15".

C. WEIGHT & MUFFLERS

1. Weight rule will not be enforced.
2. Mufflers are not required. Schoenfeld #112535 can be used. Mufflers must be securely fastened if used. Loss of muffler will result in disqualification.
3. Part number stamp must be welded so that it is visible to be inspected.
4. No modifications will be allowed to the muffler.

D. WINGS

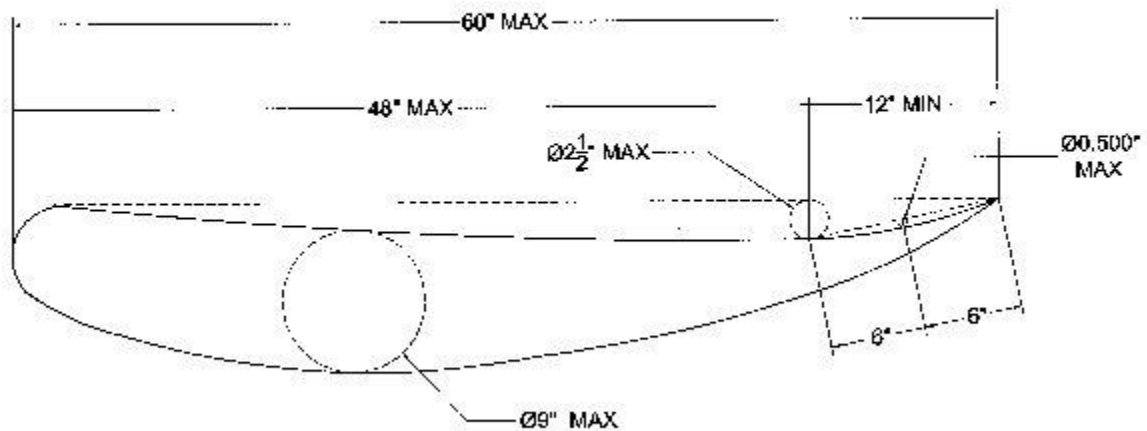
Wings (same as ASCS Wing Rules)

Top Wing: (see Illustration)

- 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 $\frac{15}{32}$ -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: (see Illustration)

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.

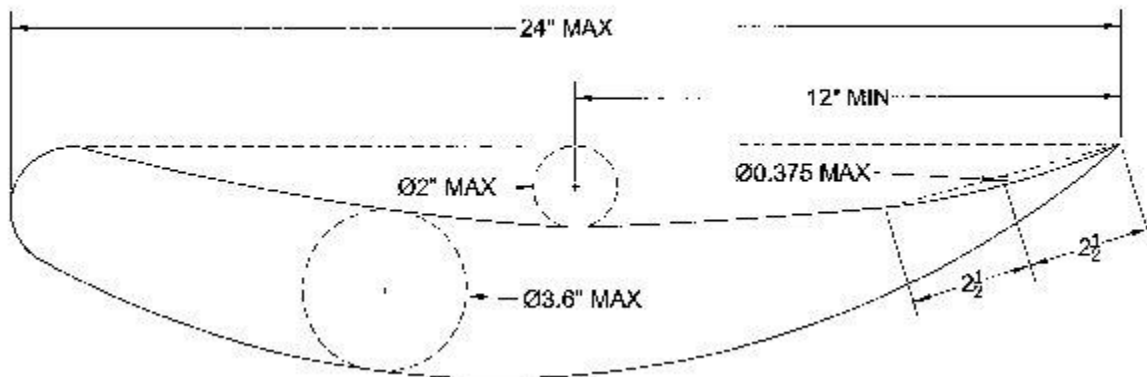
c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.

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 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).
- 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.
- l) No rudders or fins on Front Wings.



*Side Board Panels

- a) All side board panels must be within an eight-degree plus or minus tolerance.

b) Side panels may not be supported by braces whose section is not horizontal. 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.

c) No aero section side panel brace material allowed.

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

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 made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom.

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.

E. SAFETY

1. Seat belts must be replaced every 2 years. All cars must be equipped with seat belts, shoulder harness, and crotch belts with a five point hookup and 3" belts.
2. Helmet must be a minimum of Snell SA95 rating.
3. 2-ply fire resistant material suit or single layer with nomex underwear is required. Fire resistant material gloves are required.
4. Torque tube must be restrained by strap or steel hoop.
5. Right side cage net required.
6. It is recommended that the torque strap and cage net be replaced every two years also.
7. Drag link safety straps are required.
8. All racers must run the RACEceiver for safety purposes.

F. FUEL

1. Fuel bladders are mandatory. Tank size used for qualifying heats must remain for all events.
2. Alcohol-methanol fuels only. No additives allowed.
3. No nitro, propylene oxide, nitrous oxide, or nitrous devices allowed.
4. Fuel will be checked weekly on all top four A feature finishers. Random checks may be conducted at any time. The track coordinator has the necessary testing kit and will be conducting tests on a regular basis.

5. Fuel shut-off valve on main supply line will be mandatory. It may be manual or automatic/mechanical. It must be located on the back half of the car and easily identified and accessible by safety personnel.

G. CAR PROTEST RULES

1. All race protests must be placed with the flagman or officials no later than five minutes after the A feature.
2. The protest fee is \$300 per item and must be given to an official along with the protest. Car in protest will be checked after the main event. If car in protest is illegal, it will lose points and purse winnings for that night, and the protester will be returned his \$300. If the car is legal, the \$300 is given to the car in protest.
3. Car owners and/or drivers are the only legal protesters. The protest fee will cover only one rule protest.
4. Track officials have the right to protest any car at any time at no charge.
5. Track officials have the right to protest and tear down any engine for \$25.00.
6. The track has the right to reject any protest.

H. CONTACT INFORMATION

Office: 402/238-2595

Fax: 402/238-3768

Race Line: 402/781-2243

Email: info@eagleraceway.com

Disclaimer: No implied warranty of safety, neither written or oral, is expressed upon these rules as a result of their publication. They are intended as a guideline only and are subject to change without prior notice.

2011 Budweiser 360 Sprint Purse – Regular Saturday Night Race

	A Main:	B Main (Non qualifiers):
1st	\$1000	\$100
2nd	\$700	\$100
3rd	\$500	\$100
4th	\$400	\$100
5th	\$350	\$100

6th	\$300	\$100
7th	\$275	\$100
8th	\$250	\$100
9th	\$225	\$100
10th	\$210	\$100
11th	\$210	\$100
12th	\$210	\$100
13th	\$205	\$100
14th	\$205	\$100
15th	\$200	\$100
16th	\$195	\$100
17th	\$195	\$100
18th	\$190	\$100
19th	\$190	\$100
20th	\$190	\$100

Tow Money (must take green flag): \$50

The Budweiser 360 Sprint payout has been increased for the 2011 season. However, this payout will be re-evaluated on July 2, 2011 based on the car counts throughout the beginning of the 2011 season.

There is a \$10 "draw" fee per driver, per event which will be added to the 2011 Sprint Point Fund.

2011 Budweiser 360 Sprint Guaranteed Point Fund

1st	\$1000
2nd	\$800
3rd	\$600
4th	\$500
5th	\$400
6th	\$300
7th	\$200
8th	\$100
9th	\$100
10th	\$100
11th	\$100
12th	\$100
13th	\$100

14th	\$100
15th	\$100

Additional sponsor money acquired by the Eagle Raceway Sprint Car Committee will be added throughout the season. We would like the total point fund to approach \$10,000 including contingency prizes, but is not guaranteed. Also, 100% of the \$10 per 360 sprint draw fund, per event will be added to the 2011 season's top 10 point fund.