

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

Official Rules and Regulations DISCLAIMER: “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 the orderly conduct of racing events within the 360 Sprint Car Division at Ohsweken Speedway. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR THE 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 Technical Inspector (s) or Director of Racing Operations shall be empowered to permit reasonable and appropriate deviation from any of these specifications herein or impose any further restrictions that in his / her 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 Director of Racing Operations or his / her appointee. Their decision is final.” It is the responsibility of each competitor to read, understand and comply with these rules as written. They are neither foolproof nor exhaustive. They are intended to provide fair and competitive racing for all who participate in this division. The spirit and intent of these rules is the standard that will be used for competition with the Ohsweken Speedway 360 Sprint Car Series. Ohsweken Speedway 360 Sprint Car Series officials are authorized to decide if an equipment change, or addition is an attempt to circumvent these rules or provide an unfair advantage.

Ohsweken Speedway 360 Sprint Car Series officials can and will disqualify any entry in violation of the spirit and intent of these rules. Decisions will be based on common sense, consistency, impartiality, and fairness. If there is disagreement or dispute regarding the meaning, interpretation, or application of these rules, Ohsweken Speedway officials' decisions shall prevail. If these rules do not specifically say that you can add, change, or modify something, then you should consider that addition, change or modification illegal. Any questions about the legality of an addition or modification not covered by these rules must be answered by Ohsweken Speedway officials in writing, and their decision is final. Ohsweken Speedway reserves the right to alter or amend these rules at any time in the interests of safety, cost control or fair competition. The safety of each race car and all equipment is the complete responsibility of the driver/owner, and the driver/owner acknowledges this responsibility by participating in any racing activity at Ohsweken Speedway.

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

TECHNICAL RULES

1.0 – Engine

- 1.1 – 360 cubic inches, plus 1% tolerance for a 363.6 maximum c.i. displacement.

2.0 – Block

- 2.1 – Steel blocks only. No aluminum blocks. No titanium in engines, excluding valves and valve retainers. 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 at any time for inspection.

3.0 – Fuel Injection

- 3.1 – 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.
- 3.2 – 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).
- 3.3 – No relief hole may be drilled above the butterfly on any injector.
- 3.4 – No throttle body, computer-controlled or plenum-type injectors allowed.
- 3.5 – Injection unit shall have one shaft operated butterfly per cylinder.
- 3.6 – The immediate area of the butterfly MUST BE ROUND.
- 3.7 – No slide or barrel type injectors will be allowed.
- 3.8 – No down-nozzle injectors may be used.
- 3.9 – Only one injector nozzle and one injector line per cylinder is allowed and it must be in the injector casting.

4.0 – Heads:

1. List of Cylinder Heads approved for ASCS competition is as follows:

- A. Chevy - #27-211
- B. Ford- #27-223
- C. Mopar- #27-222

2. Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible as long as letters are still intact. Angle milling is

allowed if the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.

2

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

3. Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS stamp. Intake opening must be 2.150 inches tall by 1.300 inches wide. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible if letters are still intact. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.
4. Spec Heads: Brodix Mopar Style Heads part # 27-222 with ASCS stamp. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible as long as letters are still intact. Angle milling is allowed if the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.
5. Valve angle and placement may not be altered in any way on the Brodix ASCS logo heads. **No welding of any kind, internally or externally, is allowed.** Checking fixtures may be used to check head dimensions.

3.2-Guidelines regarding porting and polishing:

Intake port openings must match the following:

- A. ASCS Chevy- FP #1206 or equivalent
- B. Ford- FP#1262 or equivalent
- C. Mopar- FP#1213 or equivalent
- Porting and polishing of intake ports is allowed with the following restrictions:
 - A. All ASCS logos must remain completely intact.
 - B. ****Intake port openings must meet previous requirements and checking fixtures currently used.**
 - C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.
 - D. Maximum allowable width of pushrod area as follows:
 1. ASCS Chevy- 2.630
 2. ASCS Ford- 1.300
 3. ASCS Mopar-2.450

******Width of the intake runner at the pushrod area will be measured on the outside of the intake ports, at the location of the original pushrod machining from the original manufacturer. This area will be measured with an approved gauge. ******

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024
must meet existing rule.



****Intake port openings**

1. Absolutely no exhaust port relocation, raising, enlargement, or reshaping of any kind.
 - A. Polishing is allowed if the original ASCS logo is not affected, or port shape is not altered substantially.
 - B. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.
 - C. Exhaust port openings must meet previous requirements and checking fixtures currently utilized by sanctioned ASCS tracks.
2. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

3.3-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 [Chevy: 23

degree, Ford 20 degree, Mopar 18 degree]

2. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and money won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to Ohsweken Speedway before reinstatement.

3. All oil pans must have an inspection plug, pans without plug will be subject to pan removal at any time.

4. No Turbos or blowers.

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, traction control, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc.

4

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle driveline.

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5.0 – Weight

- 5.1 – Minimum 1500 lbs. weight (with driver; no fuel added) after the race.
- 5.2 – Zero tolerance.
- 5.3 – No bolt-on weights will be allowed.
- 5.4 – Tubing and nerf bars must be hollow.
- 5.5 – Cars not meeting minimum weight will be disqualified for that race, scored last, and start scratch in any further race that evening after meeting minimum weight.

6.0 – Brakes

- 6.1 – Steel, aluminum, or titanium brake rotors allowed.

7.0 – Chassis

- 7.1 – Any sprint chassis is allowed.
- 7.2 – The roll cage must be of a four-post design.
- 7.3 – No dirt champ cars.
- 7.4 – No elliptical tubing used on or as part of the main frame structure. • 7.5 – No chassis/suspension cockpit-adjustable devices (excluding top wing slider) are allowed.
- 7.6 – Safety Bars Are Mandatory in 2024

8.0 – Fuel Tank

- 8.1 – Fuel tank must have a bladder.
- 8.2 – Fuel tanks must be securely fastened.
- 8.3 – Any means of mounting the tank must meet the approval of the officials.
- 8.4 – Tank used for qualifying must remain for all events.

9.0 – Wheels

- 9.1 – No dual wheels are allowed.

- 9.2 – No carbon fiber wheels.
- 9.3 – Maximum allowed width of 18 inches for right rear wheel.
- 9.4 – Maximum allowed width of 15 inches for left rear wheel.
- 9.5 - Mud covers must have a minimum of 5 steel Dzus buttons or a minimum of 3 steel bolts minimum 5/16" in diameter.

10.0 – Carbon Fiber

- 10.1 – No carbon fiber parts allowed in the suspension or drive line.

11.0 – Mufflers

5

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

- 11.1 – Although MUFFLERS not required, use of a Schoenfeld Muffler PN: #112535 is recommended.

12.0 – Driveline System

- 12.1 – All driveline systems must be properly installed, reinforced and/or covered. A driveline hoop or restraint is required. A Torque Tube Tether and U-Joint scatter shield is Highly Recommended.

13.0 – Wings: (TOP)

- 13.1 – Maximum top wing size of 25 square feet with 30-inch side panels. Maximum center foil width 60 inches covered with aluminum. Side boards must be mounted at 90 degrees to the center foil. 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. 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 1/2 inch. Top surface of the wing measuring crosswise must be flat. Center foil must be one piece. No split wings or biwings. No vent holes. Top wings must not extend beyond outside of rear tires. Core thickness not to exceed 9 inches.
- 13.2 – Top wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat. To have no turnouts or flaps exceeding 1.25 inches including reinforcement (reinforcement not to exceed 1.25 inches).
- 13.3 – NO turn-up (wicker bill) on 90-degree angle allowed at rear of center foil on dished wings. Flat top wings may utilize a 1" turn-up (wicker bill) on 90-degree angle at the back edge of the top wing.
- 13.4 – 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.
- 13.5 – No car will be allowed to compete without a top wing. (FRONT)
- 13.6 – Maximum front wing size to be 6 square feet total with a maximum width of 36 inches

and 12-inch side panels. 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. 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. (This 3/8-inch measurement ensures that the belly/curl arc is gradual). Top surface from side to side must remain flat. Core thickness not to exceed 3.5 inches.

- 13.7 – 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 sideboard front edge.
- 13.8 – The Front Wing must not extend beyond outside of front tires.
- 13.9 - Sideboards may have front, back, top, and bottom turnouts of no more than 1 inch.

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

- 13.10 – One-inch maximum turn-up (wicker bill) allowed on any front wing.
- 13.11 – No rudders on Front Wings.
- 13.12 – No moving parts allowed on or in foil structure.
- 13.13 – Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion. (GENERAL)
- 13.14 – Wings must be fabricated of metal alloys only. NO fiberglass, carbon fiber, or other similar material may be used.
- 13.15 – No body pieces to extend beyond or underneath front torsion tube except hood. No wedges or foils underneath the 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.
- 13.16 – Sunshields cannot restrict vision.
- 13.17 – Cockpit adjustable front-to-rear (hydraulic) sliders are allowed on Top Wing.
- 13.18 – No vent holes or louvers are allowed on any wing (or sideboard) surface.
- 13.19 – Wing sideboards must be mounted at 90 degrees to the center foil.

14.0 – Front (Wing; Axle; Bumper) Locations

- 14.1 – Leading edge of Front Wing, Front Axle, and Front Bumper in relationship to location of front Torsion Tubes must be maintained.
- 14.2 – The leading edge of the front wing cannot be further than 20 inches forward of the leading edge of the front axle.
- 14.3 – The distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8".
- 14.4 – The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.
- 14.5 – The Front Wing leading edge must remain at least 1 inch behind the front edge of the front bumper.

15.0 – Bumpers

- 15.1 – All rear bumpers must be steel.
- 15.2 – Diameter must be a minimum of one inch. Minimum .065 thickness, and must be bolted

in place (no pins, cotter keys, or pop rivets)

- 15.3 – Maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8”.
- 15.4 – The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23-1/2”.

16.0 – Front axle

- 16.1 – Steel only. Minimum sizes: 2 inches by .156, 2-1/4 inches by .120, 2-3/8 inches by .095.

17.0 – Nerf bars

- 17.1 - Steel only. Nerf bars must be bolted in place (no pins, cotter keys, or pop rivets). 7

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

18.0 – Protective rock screen

- 18.1 - A protective rock screen must be installed in front of the driver with no larger than 2” x 2” square openings.

19.0 – Floor pan

- 19.1 - Steel or aluminum only

20.0 – Tires

- 20.1 –
 - Right Rear Hoosier 38230HTC 105/18 –HTC plated
 - Left Rear tires 31169 92/15-RD12, 31189 94/15-RD12, 31209 96/15-RD12 or the Equivalent D12a
 - Front Tires 31131 D12 85/80 must be used for all Ohsweken Speedway sanctioned sprint events. In the case of co-sanctioned events, the spec tires from the other sanctioning body(s) may be utilized.
 - 20.1.1 – Affiliating Sanctioning bodies spec tire rules will be in effect during special group events allowing any of the declared spec tires from the affiliating groups to be used by any competing team regardless of their affiliation.
 - 20.1.2 - Left Front is the only tire you can run flat.
- 20.2 – No tire softeners, no conditioners, no altering of tires with any natural or un-natural chemicals, no hazardous or unhazardous components or chemicals which alter the factory set baseline settings of a given tire.
- 20.3 – All sidewall markings must be visible at all times. No buffing or removing of the compound designations.

- 20.3 – Tire Penalties and Infractions
 - First offense for the season: Fail heat race durometer inspection and you can start tail end of an assigned B-Main event. Fail B-Main pre-race inspection and you will be finished for the night. Fail A-Main pre-race inspection you won't be permitted to start the A-Main.
 - Second offense for the season: \$1,500.00 Fine and 300 points plus any winnings that have accrued for the event, violator(s) will assume all costs included in any testing procedures, no points and no money will be awarded for that event.
- 20.4 - Chemically Altered or Defaced Tires
 - First offense for the season: \$5,000.00 Driver Fine / \$3,000.00 Crew Chief Fine 8

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

- Second offense for the season: Driver and Crew Chief Suspended indefinitely, no points, no winnings, and the Driver and/or Crew Chief assume all costs of testing procedures. • If tires are found to be legal, Ohsweken Speedway shall assume responsibility for the cost of testing.

21.0 – Fuel

- 21.1 – Methanol or Ethanol only, NO NITRO or performance-enhancing 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.)
- 21.2 – Suspected fuel will be tested at the team's expense and moneys will be withheld until results are returned to Tour Officials

22.0 – Numbers

- 22.1 – Numbers must be visible and neat in appearance.
- 22.2 – Numbers must be on both the left and right side of the tail, as well as the side panels and center foil of the top wing.
- 22.3 – Numbers must be at least 16 inches high, and letters at least 12 inches high, on the top wing.
- 22.4 – 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.

23.0 – Car's equipment

- 23.1 – Use a securely fastened steering wheel with a quick disconnect and removable steering wheel.
- 23.2 – A tether is MANDATORY on the draglink, attached to the frame.
- 23.3 – Steel drag links, tie rods, and Heim Ends on steering are highly recommended.
- 23.4 – No aluminum roll cages, front axles, frames, rear bumpers or nerf bars. • 23.5 – All roll cages must be higher than the driver's helmet.
- 23.6 – Opening on left-hand side of cockpit must be a minimum of 14 inches. • 23.7 – Opening on right-hand side of cockpit must be a minimum of 12 inches. • 23.8 – No side foils, rudders, or panels are to extend beyond the roll cage on any side. • 23.9 – No body pieces are to extend beyond or underneath the race car. A minimum wheelbase of 83 inches or a maximum wheel base of 90 inches is allowed. • 23.10 – No pop rivets or cotter keys to be used to fasten wings, bumpers or nerf bars to race car.

9

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

- 23.11 – No drilled or hollowed bolts in the car's steering components.
- 23.12 – Only two valves and one spark plug per cylinder allowed.
- 23.13 – No titanium crankshafts or rods allowed.
- 23.14 – The sprint car cannot be raced without a hood.
- 23.15 – If a rear bumper is lost during a race, the car may continue until the car is stopped. • 23.15.1 – If a red flag situation occurs, the rear bumper must be replaced in the allotted time before it can be restarted.
- 23.16 – Metal fasteners are strongly suggested.
- 23.17 – A right-hand side head restraint system is recommended; 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 track officials.
- 23.18 – Knee pads or other devices to keep the knees from banging around on objects and causing injuries are encouraged.
- 23.19 – Shoulder/helmet restraints are also encouraged.

25.0 – Driver seat:

- 25.1 - Driver's seat is required and must be securely fastened with a minimum of four bolts.
- 25.2 – A high back style seat is mandatory.
- 25.3 – A padded headrest is recommended.
- 25.4 – A fuel/fume deflector is recommended.
- 25.5 – Fuel/fume deflector should be wider than driver's seat and extend from floor pan underneath seat to turn-up behind seat.
- 25.6 – Safety harness and lap belts MUST be routed through the belt holes in the side and back of seat.

26.0 – Seatbelts

- 26.1 – Each car will be equipped with minimum SFI 16.1 or SFI 16.5 approved restraint system, belts must be replaced two years after the date of manufacture. The belts must be replaced by the expiration date as stated on the belts by the manufacturer.
- 26.2 – The shoulder belts should be attached behind the seat to the frame or roll cage lower than the driver's shoulders.
- 26.3 – Belts must be no more than three years old.

27.0 – Driver's equipment

- 27.1 - Drivers are required to wear a proper fitting, SA 2015 or newer SNELL approved full face Helmet.
- 27.2 – A Flame Retardant drivers suit, Gloves, socks, underwear (unless a 3-layer suit is utilized), and shoes are required.
- 27.3 – A head sock is also suggested. Helmets; Driver Suits; fastened seat belts, shoulder harness, anti-sub strap, and arm restraints are to be used anytime the car is started.

10

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

- 27.4 – A head and neck support or restraint system is mandatory. (Use of HANS or Neck Gen Device is highly recommended).
- 27.5 – Safety belts and arm restraints must not be outdated and must be no more than three years old and contain unaltered SFI safety labels.
Arm restraints built into drivers' suit must be in good repair and subject to approval of the technical director. •

28.0 – Cockpit adjustments

- 28.1 – Other than wing sliders, NO cockpit adjustable devices are allowed. • 28.2 – This includes, but is not limited to brake bias, shocks, suspension, and fuel. • 28.3 – No Wiring will be allowed inside the cockpit.
- 28.4 – All wiring to instruments must protrude from the engine compartment through the firewall and directly into the instrument. Ignition box may be mounted inside or outside of the firewall. Wiring pattern must be easily visible for technical inspection.

29.0 - Torsion Stop Retainers

- 29.1 -Torsion stop retainers will be mandatory on all four corners. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved torsion stop retainer design. Torsion stop retainers must be installed and used in accordance with the manufacturer's instructions. The following torsion bar retainers have been approved for competition; a.) Moose Block 1200 Retainer Kit b.) All Star Performance All Star 10730 Retainer c.) Maring Safety Retainer d.) Butlerbuilt Mandrel e.) KKR grove and clip f.) Kaeding Clip g.) DMI – T-REX (Torsion Restraint Express System) h.) Schroeder Part number "BARS" (for Schroeder bars with relief in ends) i.) Schroeder Part Number: "RWLAR" (Wedge Lock) • The approved Torsion Arm Stop may be revised from time-to-time with additional approvals and/or other changes to the approved list

30.0 – In-Car Communication

- 30.1 – No two-way radios are allowed.
- 30.2 – RACECEIVER One-way radios (ch; 454.000) are mandatory.
- 30.3 – No Mobile Devices allowed in cars during competition.

31.0 – Technical Inspection

- 31.1 - Post Race Technical Inspection carried out within the confines of the Tech Barn will be completed under the following guideline:
 - Cars to be inspected must proceed immediately to the Tech Inspection area after exiting the racetrack.
 - No team members are allowed to touch or remove any part of the race car without receiving prior approval of the Head Tech Official;
 - Cars (with Driver) must enter the tech area as instructed by inspectors. Drivers must be move their race car onto scales or be assisted by track officials only if needed;

11

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

- Access in the tech area will be restricted to the car driver and two crew members. Each may be issued an inspection area pass (maximum 3 per car) that must be worn at all times while inspection is taking place and surrendered to the head tech inspector when inspection is complete.
- The team is responsible for preparing only the area(s) of the race car for inspection as requested by the HEAD TECH OFFICIAL in a timely manner.
- 31.2 – Any participant (team) who refuses to allow tech officials to inspect their car at any time or follow inspection directions and procedures will be subject to the following:
 - o Immediate disqualification from the event.
 - o Loss of points and prize money for that event.
 - o Credited with a feature win for handicapping purposes (if applicable).
- 31.3 – Participants found to be illegal and disqualified during technical inspection shall be subject to the following:
 - o Disqualification from the event.
 - o Loss of points and prize money for that event.
- 31.4 – A second infraction for deemed illegal or technical issues will result in the following:
 - Disqualification from the event.
 - o Loss of points and prize money for that event.
 - TOTAL LOSS of ALL ACCUMULATED POINTS to DATE.
- 31.5 – All new cars must arrive at the track one hour prior to start time and report to the tech inspector.
- 31.6 – If a car does not meet our rules, it will not be able to compete. No exceptions.
- 31.7 – All cars are subject to inspection by Ohsweken Speedway Series officials at any time and in any manner determined by track officials. All decisions regarding the timing and manner of the inspections, as well as which cars will be inspected, are final.
- 31.8 – Ohsweken Speedway Series reserves the right to confiscate any illegal components at any time as deemed necessary.
- 31.9 – Ohsweken Speedway Series reserves the right to impound any car for any reason at

any time.

32.0 – Technology

- 32.1 – No traction control devices of any kind allowed.
- 32.2 – This includes mechanical and electronic traction control devices.
- 32.3 – No wheel speed sensors permitted.
- 32.4 – No microprocessor-operated or -controlled parts (such as fuel injections, fuel systems, etc.).
- 32.5 – Cars may be asked to disconnect tachometers at discretion of the technical committee.
- 32.6 – Ohsweken Speedway Series reserves the right to ask any team to forfeit their electronic ignition box for a replacement supplied by Ohsweken Speedway Series while competing.
- 32.7 – Electronic tire bleeders allowed.

33.0 – Series Sponsor Decal Placement:

- 33.1 – Ohsweken Speedway 360 Sprint series decals must be displayed prominently on the outside of both top wing side panels in a highly visible place.

12

OHSWEKEN SPEEDWAY 360 SPRINT CAR RULES - 2024

34.0 – Protest Rule

- 34.1 - 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 Ohsweken Speedway 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.
- 34.2 - All protest must be filed within ten (10) minutes after the completion of the last race of the evening. All protests shall be decided upon by Ohsweken Speedway Race Director or his representative. Any appeal of official decision must be filed in writing within ten (10) minutes of notification with Ohsweken Speedway and forwarded to the Ohsweken Speedway Officials whose decision shall be final.
- 34.3 - No protests will be accepted on judgment decisions.
- 34.4 - 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 Brackets Are Filing Fees)
 1. Motor tear down (heads off) and cylinders inspected: \$1000 (\$100).
 2. P & G fuel test \$1000 (\$100).
 3. Other technical protest: \$400 (\$100). If any questions please contact Clinton Geoffrey, Series Director