

# 2011 ASC Rules and Classifications

v. 2.1

Effective 01-01-2009

## Intent

The intent of these rules is to simplify the preparation of new cars and accommodate existing chassis and equipment to the largest extent possible, with the express purpose of equalizing performance in a racing series that rewards good racecraft.

## Sanctioning Body

The ASC Racing™ Series is a self-managed race series participating at selected events throughout the United States. For purposes of general rules and regulations, ASC Racing is governed by the rules set forth by the Sports Car Club of America (SCCA) Club Codes and Regulations. All race events will be governed by the rules set forth by the ASC Racing Series Director(s) and SCCA appointed officials. All competitors agree to abide by the rules set forth in the SCCA Club Codes and Regulations (SCCA GCR) and any supplemental rules issued by the ASC Series Director(s). In case of any discrepancy between a SCCA ruling and the current version of ASC Racing rules, ASC Series Directors will arbitrate a final ruling. Any decision made by the ASC Series Director(s) regarding the status of ASC competitors or their vehicles is final.

## ASC Racing Membership

All competitors must register and become a member of ASC Racing. The 2008 ASC Racing membership fee will be \$350.00 and shall be submitted prior to and/or concurrently with event registration of the first race the competitor wishes to compete in. A complete Membership must be submitted and paid to ASC Racing prior to the first race. The series Membership form is available on the website, [www.ASCRacing.com](http://www.ASCRacing.com). Individuals may pay their Membership for the series on a per race basis. The "per race" fee will be \$75.00 per race weekend, paid in advance at the time of registration, in lieu of the annual \$350.00 Membership. This fee is additional to any entry fees or track fees for that particular event. In addition to the ASC Racing Membership, **ALL drivers must complete the 2011 ANNUAL MEMBERSHIP RELEASE AND WAIVER OF RESPONSIBILITIES** Forms. The form must be signed in front of a Notary Public or at the track in front of an ASC Racing official. The original has to be signed and/or notarized so do not duplicate or fax these forms. **COMPETITORS WILL NOT BE ABLE TO DRIVE AT THE TRACK UNTIL THESE FORMS ARE SIGNED, SUBMITTED TO AN ASC RACING OFFICIAL, AND ON FILE WITH ASC RACING RECORDS. NO EXCEPTIONS.** These forms can be found on [www.ASCRacing.com](http://www.ASCRacing.com) or at the end of this document.

## Divisions

ASC Racing will sanction two divisions in 2009. Standings will be kept for both divisions, and a year-end point fund will be distributed among drivers competing in each division. The divisions will be established as follows: any car or truck that meets the specifications set forth in these rules will be allowed to compete in the ASC class. All other cars and trucks will be permitted to compete in the ASC-Unlimited (ASC-U) class. ASC-U, or unlimited class, will only be governed by safety regulations.

## **Safety**

All safety requirements will adhere to SCCA standards as detailed in the current SCCA GCR. All vehicles and competitors must be outfitted with proper SCCA GCR-compliant safety gear including, but not limited to: legal roll cages, fire suppression systems, harnesses, window nets, safety switches, and proper driver attire, which includes a full-face helmet carrying a SA2000 Standard Snell label, shoes, gloves, nomex socks and under shirt and driver's suit.

## **A Head and Neck restraint system is required.**

### **Drivers**

All drivers must be at least 16 years of age.

All drivers will need to submit verification of a valid competition license from SCCA, NASA, NASCAR or any other current Sanctioning body, including a current medical certificate. If a driver does not have a valid competition license from one of the above mentioned groups, the driver must submit in writing his driving experience and a current medical certificate to the ASC Racing officials for approval to compete. No driver will be permitted to compete in any on track activities without prior approval.

### **Overview**

If a competitor wishes to compete in the ASC class, ASC Racing may allow a period of time to allow a competitor to bring their existing equipment into compliance. This duration will be determined by ASC directors. Should a competitor require additional time to bring their car into compliance beyond what was allowed by the series directors, specific penalties may be applied to allow the competitor the ability to race with the class. If ASC determines that a non-conforming part offers a performance advantage, specific penalties (such as additional weight), of that car may be increased to equalize performance. It is the competitor's responsibility to declare any non conforming parts to the ASC officials in order to receive any waiver of acceptance. Any modification or component substitution not specifically permitted in these rules is disallowed. If in doubt, it's in the competitor's best interest to seek clarification from the ASC Series Director(s). Clarifications, issued by the ASC Series Director(s) shall become addendums to these rules. Addendums will be posted on the ASC website [www.ASCRacing.com](http://www.ASCRacing.com).

### **Chassis**

- Tubular Late Model Stockcar-style perimeter chassis.
- Front stock clip cars permitted.
- Straight rail cars must be approved by ASC Racing officials.

### **Body**

- Bodies of 1995 and later Monte Carlo, Impala, Lumina, Taurus, Fusion, Grand Prix, Charger, and Intrepid are allowed. A SpecTruck, complete with serial number on all body parts is also allowed. Other body styles may be allowed at the discretion of ASC.
- Bodies may only be constructed of Fiberglass or metal. All door panels must be made of metal.
- Dimensions of the body must conform exactly to manufacturer specifications.
- Five Star "ABC" "Approved Body Configuration" bodies are strongly requested when changing bodies to a newer style or type body.
- No belly pans, splitters, diffusers, or devices under the vehicle or located in the air box to increase down force or smooth air-flow are allowed.

- **Any motor may be run with any body, HOWEVER, the series requests that you run a motor that corresponds to the appropriate manufacturer (style) of the car, (ie: Dodge motor, Intrepid body, Ford Motor, Taurus body).**
- In the interest of promoting the professionalism of the series, all bodies are to be neatly maintained and painted at all times. Body damage is to be repaired as soon as practical.

## **ASC Class Specific Rules**

### **Engine**

- All allowed engines must remain unmodified and conform to the exact OEM build specification, including short block, heads, intake manifold and distributor. Absolutely no internal modifications or component substitutions, other than those listed in these rules, are permitted.
- No engine rebuilding is permitted unless previously authorized in writing by ASC. In all cases, engine re-building work will only be performed by an ASC Approved engine building facility. All re-built engines must pass a post-rebuilt chassis dyno performance and output test prior to the next race at which the engine will be utilized.
- WOT Performance in Riverside, California is the official Dyno Facility of ASC Racing for the 2008 season. All owners of re-built engines or non ASC compliant engines **MUST** have their engines tested and sealed at WOT's chassis dyno at the owner's expense no later than by the third race in which they participate. See Exhibit A for more information about WOT Performance Location and Rates.
- See "Oiling System" for rules on oil pan, pickup, and pump

The following engines will be allowed to compete in the **ASC Racing (ASC Class)** series without penalty of weight or engine RPM reduction beyond the established 6,000 RPM limit (See "Ignition System" Section).

- **Chevrolet ZZ4 355HP Engine Part # 24502609**
- **Dodge (Mopar) Crate engine Part # P5249499** Dodge Magnum 360
- **Ford Crate engine Part # M 6007 - A351E (or optional D351E)** (difference is the serpentine or v-belt)
- **Chevrolet ZZ4 Fast Burn Part # 12496769**

**NOTE: Some of the part numbers above may have been changed by the manufactures at the time of this publishing. In such cases, competitors must verify with an ASC Racing director the new part number before purchasing a new engine.**

- ASC Racing may require that any or all cars be submitted for dyno testing at any time.
- Centerline of the crankshaft shall not be less than 12 inches from the ground.
- Engines may be setback a maximum of 1 inch behind the centerline of the front ball joint to the center of the forward most sparkplug hole.

Engines that have been previously used and do not require a rebuild or repair, (defined as requiring the intake manifold, timing cover, heads, or oil pan to be removed), will be inspected at the competitors first race of the year. Provided that the motor appears to conform to the specifications of ASC Racing, the competitors will be issued a set of bolts for the intake, timing cover, and oil pan to be installed, which will then be sealed by an ASC Racing official. By submitting to the engine inspection, the competitor will be signing and Affidavit of Compliance certifying that the motor is compliant with ASC Racing rules. In the event of a major failure of the motor, (defined as an event requiring a major rebuild or disposal of the motor due to failed valve train components, rods, camshaft, lifters, bearings, crankshaft, pistons, rings, or similar components), ASC Racing shall have the opportunity and the right to inspect the motor for compliance. A catastrophically failed motor may be required to be removed and given to ASC Racing

for inspection. The engine will either be returned to the competitor or disposed of, at the discretion of the competitor. Should ANY motor be found to be non-compliant for any reason, sealed or otherwise, the competitor immediately forfeits all season points to date for the year, and may be fined up to \$500, and may be banned from future competition for a period of time, at the sole discretion of the ASC Racing board of directors.

### **Non ASC Compliant Engine Validation Procedures**

Competitors arriving from other series or in possession of engines that are not listed as ASC allowed engines will be permitted to apply for an "Exemption" under the following conditions:

1. The engine must be rated at no more than 400 hp and no more than 400 lb/ft of torque at the crank.
2. All "Exempt" engines must be dyno tested for compliance, sealed, and a copy of the dyno sheet will be sent to ASC Racing officials for their files.
3. All engines will be sealed on the intake manifold, timing cover, and oil pan. These seals must remain intact without exception. ONLY ASC Racing or their designated agent is allowed to break the seals to repair the motor.
4. Depending on the horsepower and torque output number of the engine, ASC officials will at their own discretion, decide whether or not a weight penalty or RPM limitation will be assessed to the racecar to maintain a level field of competition.
5. If it is determined that the engine is out of the 400hp range to compete in ASC Class, competitors may choose to enter in the ASC Unlimited class with no engine or weight penalties required.

### **Weight**

Minimum weight is the following based on engine used:

- **Chevrolet ZZ4 355HP Engine Part # 24502609- 2,700lbs**
- **Chevrolet ZZ4 Fast Burn Part # 12496769- 2,800lbs**
- **Dodge (Mopar) Crate engine Part # P5249499- 2,800lbs**
- **Ford Crate engine Part # M 6007 - A351E (or optional D351E)- 2,800lbs**
- **ProTruck specified motor- 2,700lbs**
- Minimum weight is measured post-race, or qualifying with driver.
- All cars must display a legible decal in the lower right of the windshield denoting the minimum weight: "2700 lbs, 2800 lbs".
- Added weight to the car must be securely bolted in place inside the body shell in a position acceptable to ASC Racing officials. Any added weight must be in block form of not less than five (5) pound blocks and painted white with the car number permanently legible on it. No added weight shall be in pellet form.

### **Fuel System**

- Only one (1) electric or mechanical fuel pump is permitted.
- Carburetor shall be a Holley 4150 HP Series, 650cfm, with NO modifications.
- A maximum of a 1-inch carburetor spacer is permitted.
- Other carburetors may be allowed for temporary use at the discretion of ASC.
- An inline fuel sample valve must be installed to allow officials to drain fuel from the fuel supply line from the tank to the carburetor for the purpose of checking the fuel.

### **Ignition System**

- The HEI distributor, as provided by the motor manufacturer is the only approved distributor. No modifications or component substitutions are permitted. However, a RPM limiting device must be installed.

- The MSD 6AL system (PN6420) with MSD coil (PN8222 or 8223) may be used in place of the factory coil. A maximum of two (2) MSD 6AL ignitions are allowed. Only one ignition system may be functioning at any time.
- A non-adjustable 6000-RPM limiter (“pill”) must be installed and operational in every working ignition system of the car. Series officials may require a limiter pill draw at any time to ensure compliance with this requirement. ASC Racing may test the function of the limiter chip at any time.
- Voltage to the ignition system must remain at 14.5 volts or less.

### **Oiling System**

- Dry-sump systems are specifically not permitted unless it is part of the “Exempt” Engine rule.
- An oil cooler or heat exchanger system is allowed.
- A pressurized oil reserve system, such as an “Accusump”, is permitted.
- Any Oil Pan that bolts to the block without modification may be used.
- Any OEM style Oil Pickup, and Oil Pump may be used (see exception below).
- An external wetsump pump may be used on the Ford crate motors due to malfunctions of the distributor drive gears. External systems must be approved by ASC Racing.

### **Engine Exhaust**

- Any headers may be used, but must be submitted to ASC Racing for approval. Spacers may be used to allow for adapting engine to header, but must fit within the chassis and body.
- Muffler(s) are required, and sound levels must conform to the various track regulations.
- No merge collectors are allowed.

### **Flywheel, Bell Housing and Clutch**

Only a solid magnetic steel flywheel, bolted to the crankshaft, will be permitted. Holes and/or other modifications to the flywheel that, in the judgment of ASC Racing officials, are for weight reduction will not be permitted.

Only an all-steel constructed bell housing, or a special-production bell housing acceptable to ASC Racing officials shall be permitted. A minimum 1-1/4 inch inspection hole is required on the bottom of the bell housing. (*section amended Nov 12, 2007*) Any clutch acceptable to ASC Racing officials will be permitted.

### **Transmission**

- Any manual shift transmission with a **maximum** of four forward gears and one reverse gear is permitted. All gears must be installed and operational. Fourth gear ratio must be 1.00:1 (direct). Overdrive gear ratios will not be permitted.
- Transmission must have a manual disengagement from engine, i.e., clutch.

### **Shocks**

- The specified shock absorber for the series shall be the “Series AC” PRO-formance Shock, Inc. and **MUST** be purchased through ASC Racing. All competitors must use these shocks. For those competitors with other shocks, they will be allowed to compete in three races (not three events) in 2008 with their existing shocks before converting to the specified shocks.
- Any shock absorber may be used with the the approval of ASC Racing for up to three races for a new competitor to the series. However, a weight penalty may be imposed if deemed necessary.
- A shock using external canisters will not be permitted.

## **Wheels**

Only 15-inch diameter five (5) lug steel wheels weighing a minimum of 18 pounds with a 10-inch rim width will be permitted. All wheels must have the car number visible with 1-inch high numbers on the outside of the rim. Bleeder valves will not be permitted.

## **Brakes**

- All anti-lock braking devices (manual or electronic) are prohibited.
- Brake rotors must be of a magnetic material, i.e., cast iron or steel.
- Brake rotor diameter and thickness are open.
- Calipers are open.
- Brake fluid recirculators are permitted.
- One (1) manual front/rear brake bias device is permitted.

## **Traction Control**

No form of traction control will be permitted or allowed at any time.

## **Tires**

- The only approved tire is the Goodyear D2602, 27.0 X 10.0-15.
- Competitors will be allowed one (1) set of four (4) tires per race weekend.
- The set of four (4) new sticker tires must be submitted to the ASC Racing impound area prior to the first practice session on Saturday and will be released 30 minutes before qualifying.
- Tires marked for that event must be installed on the car for all qualifying and race sessions. Tires and rims are unrestricted for practice sessions only.
- If a tire is damaged, a competitor will be allowed to submit a used tire to ASC Racing for approval. The replacement tire will be marked and exchanged for the damaged tire.
- Rain tires will be allowed only if a race declared a "Rain Race" by ASC. For the duration of that race only, competitors may substitute any tire that mounts on the spec rim.

## **Driveline**

- The driveshaft must be a minimum diameter of 2.75" of steel construction.
- Two driveline loops capable of containing the driveshaft in event of failure are required.
- Only one-piece driveshafts are permitted.
- Driveshafts must be painted white with the car number on it.

## **Data Acquisition**

- All data acquisition devices are prohibited.
- An in-car-timing device, which has the sole function of lap/elapsed time display, will be permitted.
- On board video equipment is permitted.

## **Cockpit**

- No in-car devices, which allow change and/or adjustment of suspension or chassis, including wings, spoilers and anti-roll bars, are allowed.
- Only one (1) brake bias device accessible to driver during operation of vehicle is allowed.
- The cockpit, from the top of the door panels downward for an entire 360 degrees horizontally from driver, shall be of 20-gauge steel or 14 gauge aluminum. It must be securely fastened and sealed from the exterior.

## **Fuel**

- ASC Racing reserves the right to have all cars use the same brand of gasoline at any given event.
- The official fuel, in all cases, fuel used for practice, qualifying and races, will be supplied by the official fuel supplier. The fuel must be used exactly as supplied by the “official fuel” suppliers dispensing equipment at the track.
- All competitors shall install a device or valve inline between the pickup inside the tank and the fuel pump capable of allowing tech officials to draw off fuel for the purpose of testing to ensure compliance.
- No after market fuel additives of any type may be used at anytime. The fuel must be as it came out of the drum or pump.

## **Fuel Cell**

- Fuel to the engine must be supplied by one (1) fuel supply source i.e., a fuel cell.
- Competitors are encouraged to use fuel cells of 22 gallons, installed in an approved metal container, equipped with a rubberized bladder, will be permitted.
- A reinforcement plate of not less than 14 gage steel flat plate must be installed in front and behind the fuel cell container.
- The bottom of the fuel cell container must have a minimum ground clearance of not less than 10 inches.
- Fuel cells shall not be used more than five years after the date of manufacture.

## **Wheel Base**

Permitted wheelbase is 101 inches to 110 inches.

## **Tread Width**

A maximum center to center front and rear tread width of 64 inches will be permitted. The tread width will be determined by measuring from the rear left outside wheel bead surface to the rear right outside wheel bead surface at spindle height. A maximum of 74 inches must be maintained.

## **Sway Bars**

- Front and rear sway bars of any dimension are permitted.
- No in-car adjustment devices are allowed.

## **Ground Clearance**

A minimum clearance of four (4) inches from chassis, sheet metal, bolts and front air dam, to the ground, must be maintained with car at rest on level ground, at minimum weight (see heading “Weight”). Oil pan sump is considered sheet metal.

## **Rear Spoiler**

- All cars must use a non-adjustable rear spoiler 6.5 inches in height and 60 inches in width.
- The spoiler must follow the contour as the rear of the car, maintain a minimum angle of 50 degrees and control air flow over one (1) surface only. Series officials may specify a different spoiler angle for specific tracks if deemed necessary. Spoiler angle shall be measured with rear deck level.
- Spoilers may be solid one-eighth inch metal or one-quarter inch flat clear plastic.

## **Windshield/Windshield Bracing**

The windshield must be a minimum of 1/8 inch thick and have a minimum of three (3) metal straps or braces 1/8 inch by one (1) inch installed inside the windshield. The straps must be fastened to the roof panel or roll bar at the top and dash panel at the bottom. Windshields must be pop-riveted or bolted in place, and are required to be in place at all times.

### **Rear Window**

The rear window must conform to manufacturers shape and dimensions, and retain the original shape while in competition. It must be secured with a minimum of two (2) metal straps not less than 1/8 inch thick by one (1) inch wide, evenly spaced, and fastened to the roof at the top and the deck support panel at the bottom.

### **Hood**

- An opening 2-1/2 inches by 20 inches, may be cut in the hood behind the carburetor air cleaner to allow fresh air to the carburetor.
- No front facing cowl hoods, ram air hoods, or hoods modified for the purpose of inducting cold air to the engine are allowed.

### **Numbers**

- Only single or double-digit numbers will be permitted. The size, color, and style of numbers must permit prompt identification. All cars shall have an 18-inch high number prominently displayed on both door panels, above the rocker panel, and a 32-inch high number on the roof reading from the driver's side. Required front and rear numbers shall be a minimum of 5 inches in height and 1 inch thick and placed on the front bumper, to the right of the centerline, but before the bumper turns toward the side of the car so that the number is facing clearly forward. Rear number must be placed on the rear of the car, to the left of centerline and before the rear quarter panel so that the number is facing rearwards, and is clearly visible by another driver seated in an ASC car behind.
- All car numbers will be assigned by ASC Racing administration on a first-come, first-serve basis. Competitors will be allowed to run the same number as the most recent previous year, provided that they; a) reserve the number prior to the first race of the season with the series director(s), and b) they pay the series membership fee prior to the first race of the season.

### **Participant Conduct**

Entrants, drivers, crews and all other participants at an event shall conduct themselves according to the highest standards of behavior, sportsmanship, particularly in relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of ASC Racing or to the sport of automobile racing. The competitors' pit and paddock area is to be neatly maintained while at an event. Trash and oil/fuel/fluid spills are to be rapidly and neatly contained and cleaned. Passageways and walkways are to be kept free of obstructions. Crew members, drivers, owners, guest and family are to be courteous and well behaved to all visitors, other competitors, (whether ASC competitors or not), sponsors, officials and the public in general. ASC Racing is seeking to establish the most professional atmosphere possible and your assistance will be greatly appreciated. Unsportsmanlike behavior or any behavior that is determined by the series directors to be detrimental to the series by any drivers, crew members, guest, family, or any other person associated with the driver and/or crew will not be tolerated and will result in disqualification, suspension, loss of season points and/or other fines or penalties, as determined by and at the sole discretion of ASC Racing officials.

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**Exhibit A:**

**Engine Certification Requirements**

- All allowed engines must remain unmodified and conform to the exact OEM build specification, including short block, heads, intake manifold and distributor. Absolutely no internal modifications or component substitutions, other than those listed in these rules, are permitted.
- No engine rebuilding is permitted unless previously authorized in writing by ASC. In all cases, engine re-building work will only be performed by an ASC Approved engine building facility. All re-built engines must pass a post-rebuilt chassis dyno performance and output test prior to the next race at which the engine will be utilized.
- WOT Performance in Riverside, California is the official Dyno Facility of ASC Racing for the 2008 season. All owners of re-built engines or non ASC compliant engines **MUST** have their engines tested and sealed at WOT's chassis dyno at the owner's expense no later than by the third race in which they participate.
  
- **Dyno Testing and Sealing fees are set at \$125.00 per vehicle and per occurrence.** Fees will be payable to ASC Racing, LLC. The above fee **ONLY** includes two dyno pulls, engine sealing and submission of "certificate of compliance." All other dyno tuning or testing requested by ASC teams while at WOT's facility, will be billed and booked separately and directly with WOT Performance.
- A copy of the vehicle's dyno results will be filed at ASC offices with the Team's files.

**W.O.T. Performance**

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