

# ASC Racing Stockcar Rules

## 2013 Rules and Classifications v. 2.2

Effective 01-01-2013

### 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 race craft.

### 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 CCR) 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 are final.

### ASC Racing Membership

All competitors must register and become a member of ASC Racing. The 2013 ASC Racing membership fee will be \$500.00 and shall be submitted prior to/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 \$100.00 per race weekend, paid in advance at the time of registration, in lieu of the annual \$500.00 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 2013 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 2013. 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 CCR. Where the ASC rules and the SCCA CCR differ, the ASC rules will supersede the SCCA CCR. All vehicles and competitors must be outfitted with proper SCCA CCR-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 SA2005 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. All drivers must have a valid racing license with the corresponding sanctioning body holding the current ASC event.

## Overview

If a competitor wishes to compete in the ASC Spec 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 Camry, Camaro, Monte Carlo, Impala, Lumina, Mustang, 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 style, HOWEVER, the series requests that you run a motor that corresponds to the appropriate manufacturer (style) of the car, (i.e.: 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.
- Drivers last name to be displayed in the lower right hand corner of the windshield. The size, color, and style of name must permit prompt identification. Letters shall be 3 ½" tall with a ¾" stroke.
- ASC reserves the right to mandate associate sponsor decals on competitor cars.

## ASC Class Specific Rules

### Engine

Spec ASC will allow any General Motors, Ford, Dodge or Toyota engine. Engine specs are open, HOWEVER, all competitors must submit a CURRENT dyno sheet for approval by an ASC Director and will be kept on file. The dyno run shall be calibrated to SAE and the last sampling RPM run on the Dyno sheet is the maximum RPM limiter pill that shall be allowed in the ignition boxes, not to exceed 6500. Upon approval, all engines will be immediately sealed. It is the competitor's responsibility to have both forward intake, 1 upper and 1 lower timing chain cover, oil pan, and carburetor bolt/stud predrilled for engine seals.

It is also the responsibility of the competitor to maintain and have engine seals in place at ALL times. If any/all seal(s) are missing all points, trophies and contingencies will be forfeited for the current event.

**ASC currently uses the formula 7.00:1 weight to power ratio.** If a competitor's racecar is higher than but down to 7 pounds of weight per each horsepower than you shall be classified as ASC SPEC and must follow the rules here within for that class. As an example a car with 400hp must have a minimum weight of 2800 pounds as weighed post-race with driver. For purposes of ASC Spec Class horsepower to weight ratio formula, horsepower is ALWAYS measured at the rear wheels.

- ASC Racing may require that any or all cars be submitted for dyno testing at any time. Any failed dyno pass during inspection +/- 5% will result in immediate forfeit of all points, trophies and contingencies for the entire current event. In addition it will be the competitor's responsibility to pay the dyno fee for his/her failed pass.

By submitting to the engine inspection, the competitor will be signing and Affidavit of Compliance verifying 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 previously classified as ASC Spec Class 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 will have the option to enter an event as an ASC Spec Racecar or an ASC Unlimited Racecar. ASC Spec Racecars will be subject to the ASC Class Specific Rules as defined in the above section. If they choose to enter their racecar "as is" they will be classified as ASC Unlimited for that particular event or until the racecar is brought to compliance with ASC Spec Rules.

### Fuel System

- Only one (1) electric or mechanical fuel pump is permitted.
- A maximum of a 1-inch carburetor spacer is permitted.
- 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

- a RPM limiting device must be installed.

- A maximum of two (2) ignitions are allowed. Only one ignition system may be functioning at any time.
- A maximum non-adjustable 6500-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 anytime.
- Only one (1) rev limiting system allowed and must be included in the Ignition box.
- Voltage to the ignition system must remain at 14.5 volts or less.

### **Oiling System**

- Dry-sump systems are permitted.
- 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.

### **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.

### **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. Any race bellhousing is legal. Bellhousing must be steel, aluminum or magnesium.

Any clutch acceptable to ASC Racing officials will be permitted. No carbon clutches allowed in SPEC.

### **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**

- Any shock manufacturee is allowed with a maximum one (1) compression and one (1) rebound adjustment.
- Any shock absorber may be used with 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 in ASC SPEC.

### **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.
- No other form of cooling may be used except for air only.
- Floating rotors are permitted for reliability
- No Carbon rotors or pads will be allowed in ASC SPEC.

### **Traction Control**

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

### **Tires**

- The only approved tire is the **Hoosier 2040 SX, 27.0 X 10.0-15**.
- Competitors will be allowed six (6) tires per race weekend. One (1) set, four (4) tires, will be allowed for Qualifying/Race 1, then 2 additional tires are allowed to be swapped in at the competitor's discretion for Qualifying/Race 2.
- 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 a one-piece driveshaft is permitted.
- Driveshafts must be painted white with the car number on it.

### **Data Acquisition**

- AIM systems shall be allowed. Others may be allowed with ASC director permission prior to use.
- 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.
- Radio systems shall be allowed and are encouraged to promote safety.

### **Fuel**

- ASC Racing reserves the rights 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 aftermarket 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. Tread width shall be determined by an average of a measurement taken from the front and rear of the rim, to account for toe settings.

### **Sway Bars**

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

### **Ground Clearance**

Minimum ground clearance will not be enforced, however, no fluid holding parts may protrude beyond the bottom of the chassis at the point at which it is installed, regardless of measured height. i.e. **OIL PANS**, dry sump tanks, batteries...

### **Rear Spoiler**

- All cars must use a non-adjustable rear spoiler 5.5 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.
- Any other type of spoiler not complying with the above specifications will be subject to ASC Race Director's approval.

### **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 manufacturer's 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.

## **Fighting**

Fighting will never be tolerated. Any driver, crew, team member or team guest for in violation shall be suspended from ASC competition for one (1) calendar year from the date of the incident. In addition, the offense by any team member/associate will disqualify the teams' participant from any points, trophies or contingencies for the ENTIRE race event weekend. **FIGHTING WILL NOT BE TOLERATED.**

## **Amendments to Rules**

ASC Racing reserves the right to make future amendments and modifications to the above rules as deemed necessary either for the improvement of the Racing Series or by approval from the majority of participating teams.

## **ASC CONTACTS:**

### **President - CEO:**

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### **Race Director – Tech Director:**

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TBA

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#### **Southern California:**

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***Exhibit A:***

**CURRENT RECOMMENDED DYNO FACILITIES:**

**NORTHERN CALIFORNIA:**

TBA

**CENTRAL CALIFORNIA:**

**7's Only Racing** 18218 Cal Club Rd. Buttonwillow, CA 93206; (661) 764-5456

**SOUTHERN CALIFORNIA:**

TBA

**ARIZONA:**

TBA

**CURRENT SUGGESTED ENGINE BUILDERS:**

**NORTHERN CALIFORNIA:**

TBA

**CENTRAL CALIFORNIA:**

**Paul Williams Specialties** 7509 Bonanza Dr Bakersfield, Ca 93307 (661) 303-7464

**SOUTHERN CALIFORNIA:**

TBA

**ARIZONA:**

TBA