

Cottage Grove Speedway 360 Rules - 2024
IF IT DOESN'T SAY YOU CAN THEN YOU CAN'T!
TECH OFFICIAL HAS FINAL SAY IN ALL DECISIONS!!
2024 Rule Changes listed in Red

Safety Rules

1) Mandatory Safety Equipment

- A) . Full face helmets are required, with a valid **SA 2015 OR SA 2020** Standard Snell label at all times on the track or when the car is fired. The driver is required to wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- B)
- B) SFI Fire suit at least 2 layers thick
- C) Fire resistant gloves
- D) Fire retardant racing shoes
- E) Arm restraints or full containment seat
- F) Right side head net
- G) Driveline hoop or restraint (no open driveline). Must utilize a .065 steel hoop welded or bolted to the chassis. Rear cross member must be constructed to .083
- H) High back (stock car style) seat
- I) Padded knee guard
- J) All cars to be equipped with fuel bladders
- K) 3" 5 point seat belts installed in accordance to manufacturers suggested installation. Seatbelts may not be more than 2 years old. No Fraying. If seatbelts are deemed unsatisfactory they must be immediately replaced before racing.
- L) Must use beadlock on right rear at all times
- M) Drag link must be tethered to the frame

2) Suggested Safety Equipment

- A) Rock screens with a minimum .090 thickness
- B) Head rest with padding
- C) SFI flame retardant underwear, head sock, and foot socks
- D) Left window net
- E) Helmet restraint
- F) Neck Collar
- G) Steel tie rod and drag link with steel heims
- H) Drivers seat fuel/fume deflector
- I) 2014 Driveline restrain
- J) Fire Suppression System
- K) 2019 World of Outlaw Mandated Safety Bars

Weight Rules

1. All cars with ASCS specifications cannot weigh less than 1475 pounds with driver at post race inspection. All other cars must weigh a minimum of 1525 pounds with driver at post race inspection. Random weigh ins will be at the discretion of the tech official and/or race director. If at any time you are told to scale you must do so immediately following the race, going to your pit stall first will result in disqualification. Scales will be available for pre-race weighing. If you fail to make the minimum weight requirement after being rolled across the scales twice you will be scored last for that event.

2. Any weight ballast must be bolted with at least (2) ½" bolts, painted white with your car number **clearly marked** on it. **Placement and security of all weight ballasts are subject to tech approval for safety.** Bolt on weight is permitted but must be securely installed on the car's' basic framework and must be located in the area between the bottom frame rails and axles but mounted no higher than the upper rails. No one piece can weigh over 20 lbs. 3. Weight cannot be added, moved, or replaced during yellow or red flag conditions. 4. Any car weighing light after the heat races or feature event will be scored and paid for last place. This includes not stopping at the scales after an event when required.

5. Except for extenuating circumstances drivers must remain seated and inside the frame rails until weighing is completed. Violation may result in disqualification from the racing event for which the car is being weighed.

6. You will be Disqualified if you are below the minimum weight after qualifying, and would be placed at the back of the heats or of a non-qualifiers race, whichever applies. 7. Please Do Not Drive on scales, all cars weighing will have a crew to push car on & off scales.

Chassis Rules

1) Sprint type chassis allowed. All roll cages must be made of 1-1/2x.095 wall 4130 chromemoly tubing, securely welded. Maximum width of cage at the top is 27" I.D. The following measurements are minimums. Only areas indicated will be subject to technical inspections. Suggested material 4130 normalized.

- A) Top rails: 1-1/2x.095
- B) Bottom rails: 1-3/8x.095 or 1-1/2x.083
- C) Roll cage uprights: 1-3/8x.083
- D) Roll cage top cross members: 1-1/2x.095
- E) Upper rails: 1-3/8x.083
- F) Rear end safety bar: 1x.038
- G) Brace: 1-14x.065
- H) Steel torque tube safety bar: 1x.065

2) Roll bar cage must be 2" higher than the drivers head and be padded subject to the race director's approval.

3) Hoods are required. Maximum of a 1" lip on turn outs and body panels.

4) Tech approved belly pans or floorboards. Throttle pedal must have toe strap and return springs on linkage and at injectors or carburetor.

5) All cars will have a sprint style fuel tank with bladder securely mounted (not by bladder cover plates) and must be able to contain 24 gallons of fuel. No plastic fuel lines or fittings. Tank must be vented in a manner that it will not leak if upset. No alteration or modification to fuel cell. Must be one piece construction of cross link polyethylene plastic. No carbon fiber fuel tanks.

6) Suspension optional, no cockpit adjustable and have one working shock per wheel. Steering system types are optional and need to be approved by race director.

7) Wheel base minimum of 83" with a maximum of 90". Tread minimum of 48" wide, center to center. Wheel and tread width optional; single tire and wheel only.

8) All cars must have a number in a contrasting color. Top wing number mandatory and must be at least 16" high.

9) Foot operated, hydraulic brakes required. Front wheel brakes optional. Steel, aluminum, or titanium rotors only.

10) Wheel must be approved for racing.

11) Front, rear, and side nerf bars, made of a minimum of 1x.065 stainless or 4130 normalized material, required at the beginning of the race program. Cars must have rear nerfs securely attached to finish a race. Front and side nerfs lost due to damage during the racing event is acceptable. All nerfs and bumpers will be attached with a minimum of 3/16" steel alloy fasteners. No pop rivets. Subject to race director's approval.

12) Lettered, on/off toggle or push/pull switches

13) No mirrors

14) No radios

15) Body panels must have a side opening of 12" minimum at any point and 21" minimum front to rear at any point. Max of 1" lip on turn outs and body panels

ENGINE

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).

2. Cast iron blocks:

- Aluminum heads are permitted
- Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception, no rollover
- No overhead cam type motors or multi valves per cylinder heads permitted.

3. Aluminum Blocks:

1. BRODIX® casting designation - letter A (std. cam location, std. bellhousing, std. pan rail), or I (raised cam location, std. bellhousing, std. pan rail) only.

2. ASCS approved Aluminum block part #'s as follows:

Part # Bore/Main Cam 8B 1000A 400/400 standard 8B 1050A 400/350 standard 8B 1100A 350/400 standard 8B 1150A 350/350 standard 8B 1000I 400/400 raised 8B 1050I 400/350 raised 8B 1100I 350/400 raised 8B 1150I 350/350 raised

Cam and lifter size must be specified while ordering

- SPEC logo on block is NOT to be modified and must remain 100% legible
 - Absolutely NO lightening of any kind allowed
 - Standard or raised cam allowed
 - Oversized cams allowed
 - Roller cam bearings allowed
 - Minimum allowed deck height is 8.970"
 - Maximum allowed deck height is 9.020"
 - Oversized and keyed lifters allowed
 - Must be standard or GS-1 lifter location only. No exceptions
 - Must be standard oil pan rail
 - Full bellhousing must remain
3. An approved ASCS Stamped Ballast will be 60 lbs and must be placed in front of the motor plate
 4. All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder.
 5. Only normally aspirated motors are permitted. No turbo, superchargers or forced induction of any description will be permitted.
 6. No titanium cranks or rods.
 7. Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1 inch pipe plug. If a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull the oil pan for inspection.

INJECTORS

1. Only one nozzle per cylinder. No down nozzles, no injection nozzles drilled directly into the head and no computerized injection. Injectors to be individual stack per cylinder design and shall not exceed 2-3/16" maximum inside diameter. Larger injectors may be used, but sleeves a minimum of three inches in length must be installed in the stack above the butterflies. No relief hole may be drilled above the butterflies on any injector. Throttle body or plenum type injector is not allowed. If Ford or Chrysler engines used injectors must be restricted to 2" inside diameter and 3" in length.
2. No electronic computers or computerized injection.
3. A minimum of two throttle return springs must be used to close the throttle.
4. Must have a toe strap on the throttle pedal.

IGNITION

1. Magneto type or MSD type ignition is allowed.
2. Traction control devices are strictly prohibited.
3. Traction control devices of any type are NOT permitted at any time, during any event.
4. Any team found with a traction control device in any pre and/or post-race inspection will be disqualified from that event and face the following penalties:
 - \$10,000 car owner fine
 - \$10,000 driver fine
 - Loss of all championship points and winnings
 - Banned/suspended for a minimum of one calendar year.
5. From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms, and or tachometers.
6. Cars must have a clearly marked ON/OFF ignition switch within reach of the driver and visible to rescue workers.
- 2) No titanium crankshafts or rods will be allowed. There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1" pip plug. If a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull oil pan for inspection.
- 3) The race director has the right to pump any car in the pits at any time during the night. The top three finishers any night may be pumped.
- 4) When checking an engine's legality, pumping will prevail. CGS will maintain all equipment used for inspection. If the pump shows a car illegal, a tear down is an option to prove legality.
- 5) Owners found to have illegal engines or that refuse to tear down their engines will forfeit all season points up to and including that night. They will also forfeit any money for said night and a \$500.00 fine will be imposed. Owner shall be suspended from racing until the fine is paid.
- 6) Technology: No traction control devices of any kind allowed. No wheel speed sensors. No electronic fuel injection.

FUEL

1. RACING alcohol only. No Nitro or Nitrous Oxide.
2. NO ADDITIVES. Including oxygenated additives of any kind. SUBJECT TO INSPECTION AT ANY TIME.
3. Specific gravity is not to exceed .795 or within (plus or minus) .10 of standard track fuel sample.
4. Fuel systems must have a shut off device within reach of the driver. A Waterman Shut-off System is recommended for additional safety.
5. All fuel lines and filters will be securely and safely mounted to the satisfaction of the officials or race committee. NO EXCEPTIONS.

FUEL CELL

1. FT3 and SFI 28.1 certification fuel cells are recommended. All fuel cells must use a bladder membrane.
2. Suggested fuel cell capable of 75 combination Green & Yellow flag Laps.
3. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plate or the nut plates bonded into the fuel bladder.
4. Mounting fuel tank to chassis: All mounting points must have inner and outer plates attached to the shell or use mounts molded into the tank. The plates must be of adequate size to ensure the tank being secure to the chassis. All tanks will have four different mounts to the cage.
5. Tank vent MUST have a check valve.
6. All fuel cell mounts subject to safety inspector's or race committee approval.
7. Any car leaking or spilling fuel will be BLACK-flagged.

RADIATOR

1. Must be in front of the engine.
2. ANTI-FREEZE is NOT ALLOWED.
3. WATER WETTER & WATER SUGGESTED

Wing Rules

- 1) Top wing mandatory, maximum of 25 square feet with 30" side panels. Maximum center foil width 60". The deepest point allowed in the top surface of the wing will be 2-1/2" measured from top front of wing to the front edge of the one inch turn up at the rear edge (or to the rear edge if there is no turn up). Top surface of the wing measuring must be flat.
- 2) Side panel maximum length is 72". Side panels attached to the wing must be fabricated flat, as to have no turn outs or flaps made of more than two inches of material on the front or rear panel and no more than 1-1/4 inches on the top or bottom sideboard. All top and front wings must be fabricated of metal alloys only. No fiberglass, carbon fiber, or other similar materials may be used in the basic framework (center foil and side panel) of the wing.
- 3) No wicker bills or additions to center foil. 1" turn up on 90 degree angle allowed at rear center foil (maximum). Center foil must be one piece. No split wings or bi-wings. Top wings must not extend beyond or outside of rear tires. 2" wicker bill on flat top. No wicker bill on a 2-1/2" dish.
- 4) Nose wings optional, if used maximum is 6 square feet.

Exhaust Rules

1. Mufflers are mandatory.
2. Mufflers to be securely fastened.
3. Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification (Black Flag).
4. We will make every effort to inform you if your car is running loud during hot laps, but it is your responsibility to check with the Pit Steward to make sure you were not loud during qualifying. To make sure you receive as much time as possible to repair sound problems during qualifying, each car should have a crew member check with the steward after their qualifying run.
5. DBA requirements must be met 95 dba @ 100'. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE ENFORCED.
6. Mandatory: Mufflers- Spin Tech or Flowmaster, Loback 24" inner core note, Spin Tech or Flowmaster must be the big muffler no small Spin Tech or Flowmaster's allowed. Part #1545, Schoenfeld part #14272735-78 If it is found that you have tampered with the Muffler, you will be subject to 1 race suspension and \$250 fine.
- 3) No Supertraps

Intact and unaltered mufflers are required on all cars. All cars must be below 95dba at 100'. If a car is over the decibel limit with a muffler, they will be required to change mufflers or add turn downs to become compliant before they will be permitted to race.

IF YOUR MUFFLER COMES OFF YOU WILL IMMEDIATELY BE SENT OFF THE TRACK

Mandatory: Must be less than 95 decibels or below at 100 feet or YOU WILL NOT RACE!!

Tire Rules

Hoosier - ASCS Medium, Racesaver, H Tire, D Tire

American Racers SD44 & MC3

Goodyear G200 and G300 will all be allowed in 2024.

Any other tire must be approved in advance to race.

No electronic devices such as cellphones, smart watches, or wireless headphones will be allowed. Absolutely NO exceptions.

Tech official will have the final decision on any rule in question. It is the policy of Cottage Grove Speedway that any car in violation of the above rules will be disqualified and penalized with a loss of points and payout and may be fined at the discretion of the tech official. A one race grace period may be allowed at the discretion of the tech official. A grace period will not apply to tires and/or weight.

WESTERN
Sprint Tour