



Tony Stewart, Kasey Kahne and Dave Blaney Take Back the Dirt in the *Ollie's Bargain Outlet 360 Challenge*

Sharon Speedway, Eldora Speedway and Williams Grove Speedway
Make History with 360 Dirt Sprint Car Series

I. Ollie's 360 Challenge – Race Logistics:

What: National 360 Sprint Car three race challenge, featuring \$6,000 to win and potential \$50,000 Bonus.

When: June-August 2008 (no guaranteed make-up dates)

Where: June 17th – Sharon Speedway, Hartford, OH
July 8th – Eldora Speedway, Rossburg, OH
August 19th – Williams Grove Speedway, Mechanicsburg, PA

II. Event Purse:

Each race will pay out \$27,650 to the 24 drivers that qualify for the A-Main at each event. Cars failing to make the A-Main will receive discretionary payouts at each respective track.

Additionally, if a driver is able to win 2 out of the 3 A-Main Races in the Ollie's Bargain Outlet 360 Challenge, the driver will win a \$50,000 bonus.

A-Main Payout Structure:

1 st	\$6,000	7 th	\$950	13 th	\$675	19 th	\$525
2 nd	\$3,000	8 th	\$900	14 th	\$650	20 th	\$500
3 rd	\$2,500	9 th	\$850	15 th	\$625	21 st	\$500
4 th	\$2,000	10 th	\$800	16 th	\$600	22 nd	\$500
5 th	\$1,500	11 th	\$750	17 th	\$575	23 rd	\$500
6 th	\$1,000	12 th	\$700	18 th	\$550	24 th	\$500

III. Race Format:

Qualifying format will be determined at the discretion of each track and is subject to change based on the number of car entries. (Each track is likely to follow its own unique format)

A-Main Race - all three races will follow the format below:

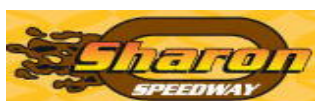
- ✓ 30 laps
- ✓ 24 cars
- ✓ Payout structure listed above

IV. Car Rules:

360 Sprint Cars will be eligible for entry into the Ollie's 360 Challenge.*

Engines-

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6)
2. No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.
3. Injectors: 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No





relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.

Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed.

No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

4. Spec Heads: Airflow Research heads part #1056; Brodix heads part # 27-211, #27223, and #27-222 with ASCS stamp may not have any performance-enhancing alterations in any way. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters. Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original "ASCS" logo is not affected or port shape is not altered substantially. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. Non-spec heads will be allowed but must have an unaltered ASCS or NRA intake-restricting gasket installed. The gasket must protrude a minimum of .150 inches into the roofline of both the injector port and the cylinder head port. Absolutely no modification to bolt holes or port sizing. These gaskets are to be installed right side up with logo on top.
5. All oil pans must have inspection plug, pans without plug will be subject to pan removal at anytime.
6. No Turbine driven, Turbo or blower will be allowed.
7. Only two valves and one spark plug per cylinder allowed. No big blocks.
8. No computer operated or controlled parts, such as fuel injections, fuel systems, chassis adjusting systems, etc.
9. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.
10. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.

Chassis-

1. Weight Rule: Weight rule is 1475 lbs., including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation.
2. Wings
Top Wing:
 - a) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
 - b) Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
 - c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.
 - d) Other than the slider mechanism, no moving parts allowed on or in foil structure.

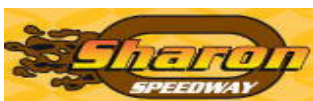




- e) The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than ½ inch. There is zero tolerance on this ½ inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)
- f) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
- g) Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable

Front Wing:

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
- c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wicker bill is allowed.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be allowed.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- i) No moving parts allowed on or in foil structure.
- j) The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
- k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.
- l) No rudders or fins on Front Wings.
3. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches.
4. Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events.
5. No flammable liquids allowed in cooling systems. No fuel additives.
6. Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires.





7. All drive lines must be broken in the coupler or rear slider, fully enclosed and contain no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap is strongly recommended.
8. Mufflers: Mandatory at Sharon Speedway; optional at Eldora and Williams Grove. Loss of muffler will result in disqualification when mufflers are required.
9. Headers: Must be a minimum of .045.
10. Steel, aluminum or titanium brake rotors only.
11. No two way radios will be allowed.
12. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.
13. No hollow, tubular or drilled out bolts allowed.
14. The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.

Tires & Wheels-

1. **Approved right rear tires are:**
 - a. American Racer M2 or M3
 - b. 105/18.0-15 HTC
 - c. 105/18.0-15 SCRD15
 - d. 105/18.0-15 RD20
 - e. 105/18.0-15 NRA
 - f. 105/16.0-15 MEDIUM
 - g. 105/18.0-15 HARD

No tire preps or tire softeners allowed. Teams are encouraged to bring selected tires with them as not all options may be available at the tracks. The other 3 corners are open.

2. Maximum right wheel width is 18-inches; maximum left rear wheel width is 15 inches.

Fuel-

1. Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by officials.

Driver Safety-

1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition.
2. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap.

*** 358 Sprint Cars will be permitted to legally participate at the Williams Grove event, as long as they are following the standard Williams Grove Speedway 2008 358 Limited Sprint Car Rules and Regulations**

