

RACESAVER® 305 SPEC SERIES

2007 Rules

Regionally Affiliated RACESAVER® 305 series

**Virginia Sprint Series, PA 305 Sprints, El Paso Renegade Sprint Series
Heartland 305 Sprint Series, Smiley's Sprint Series of Texas,**

The **RACESAVER® 305 SPEC SERIES** sanctions regional groups who utilize the RACESAVER® 305 SPEC rules. We maintain a master technical file on every RACESAVER® 305 SPEC head. This supports each regions technical staff, enabling common rules compliance throughout the series. 2007 will mark the 9th **305 Nationals (sm)** running under the **RACESAVER® 305 SPEC SERIES** sanction.

The **RACESAVER® 305 SPEC SERIES** encourages affordable Sprint Car Racing. A competent race car, utilizing a 1 year old rolling chassis and a new engine can be on the track for around \$10,000. The engine operates in the 6500 rpm range and produces 400 to 425 hp. It can utilize lower cost components and still have excellent durability. Most of these engines race 3 or more seasons without an overhaul.

Since it is impossible to prevent racers from spending money, **RACESAVER® 305 SPEC** rules prevent money from buying a significant advantage. These proven rules are the result of considerable research and 9 successful years of racing.

The **RACESAVER® 305 SPEC head**, made to our specifications is the foundation of our rules. We keep gauged, inspected and serial numbered heads in stock. Nine full seasons of hard racing, and over a 5000 dyno pulls, have proved the **RACESAVER® 305 SPEC** engine rules beyond any doubt. All engines must be sealed before they are allowed to compete. The engine must be drilled for sealing wire on: 2 adjacent cylinder head bolts on each head, 2 intake bolts, and 2 timing cover bolts. All logo and trademark stamps must be intact at time of inspection.

History:

In the fall of 1996 Bill Rice, Mike Williams, and French Grimes laid the ground work for what evolved into the Virginia Sprint Series. The Virginia Sprint Series was the pioneer region to run under the RACESAVER® 305 SPEC SERIES banner.

1998 the PA 305 Sprints were founded by Gerald Reinhart and Tom Worrick.

2002 the El Paso Sprint Series was founded by Ken McDaniel of Avenger Chassis.

2002 Tim O'Neil founded the Heartland 305 Sprint Series.

2004 Smiley Sitton founded Smiley's Sprint Series of Texas,

Competition Objectives:

This is recreational racing. Cost containment is our primary objective. Respect, for competitors, fans, and promoters, is fundamental to our success. We will do what is necessary to produce a good competitive show each night. We will not tolerate overtly aggressive driving. The willingness to give racing room is a defining aspect of RACESAVER® 305 SPEC races.

Regional Series Directors:

Mid Atlantic	French Grimes, 3943 Hebron Valley Rd. Madison VA 22727	540-923-4541
Pennsylvania	Tom Worrick, E 1141 College Ave. Bellefonte, PA 16823	814-383-4332
Web site: www.pa305sprints.com		
El Paso	Jimmy Harris 14672 Montana Ave. El Paso, TX 79938	915-256-3948
	Ken McDaniel 15501 Peggy Hopkins El Paso, TX 79938	915-857-2899
Nebraska	Tim O'Neil 2102 West 18 th North Platte NE 69101	308-534-2350
Dallas	Smiley Sitton PO box 210739 Dallas TX 75211	214-331-4664

Pg.2 2007 RACESAVER® 305 SPEC Engine Rules:

1: Blocks, GM 305 V-8s w/ approved casting #'s 361979 460776 460777 460778

2: #'s continued: 14010201 14010202 14010203 14088551 14016381 355909

3: **Max C.I. 315.9 No Tolerance.** Stroke 3.480 + - .020. Max. bore 3.801 **Do the math!**

4: Flat top pistons with valve reliefs, Cannot protrude from cylinder bore.

5: Crank, iron or steel, min. weight 48 lbs. 1% tolerance, min. main brg. dia. 2.450 -.030.

6: 5.7" steel rods, min. rod journal dia. 2.100 -.030. Oil pan inspection hole to view rods.

7: Cam drive: Chain only. No gear or belt drives. No device to vary running cam timing.

8: Steel hub or SFI approved damper. Stock location water pump.

9: Stock (.842) dia. flat tappets. **NO** roller, hydraulic, mushroom or radius tappets.

10: No hard face overlay cams. Original cam configuration & firing order (18436572)

11: Spring specs: Only straight wound springs w/flat damper. Max dia.1.265", min. dia. 1.200, Installed ht. min. 1.650, max I.H. 1.825 **Absolute** max.pressures: @ seat **120#**, @ .500 lift **355#**, max. wire dia..195, Max. free ht. 2.100, min. free ht. 1.900. Spring must have min. of 5 full coils.

12: Wet sump, internal pump only, no crankcase vacuum systems.

13: Roller rockers allowed. 3/8" stud mount rockers only. NO shaft systems.

14: Absolute max. valve lift: (.510" int., .535" exh.) measured @ zero lash @ valve retainer.

15: No girdles, rev kits, or valve train stabilizers. Tappet access for inspection required.

16: No repositioning, boring or bushing of cam or lifter bores. Max cam dia.1.869 + .002

17: Valves: Int. 1.94", exh. 1.60", Stem 11/32", orig. length & weight, No altered or hollow stems.

18: Ferrous material only: Valves, Retainers, Keepers, Push rods, Springs, Tappets, Cam and cam drives, Crank, Rods, Wrist pins, Fasteners, Main Caps, No titanium or ceramics in engine.

19: Point type Magnetos, or Kettering style ignition. Constant flow fuel injection only.

20: 100 lb. wt. penalty for use of any electronic components, incl: ignition, ECU's or driver aids.

21: RACESAVER® 305 SPEC head: Absolutely NO changes. NO machining, milling, resurfacing, grinding, polishing, welding, acid or caustic work, shot peening, glass beading, coating, or any other process that will alter the machined surfaces or the natural sand cast finish. Must retain all original dimensions & configurations including; Valves, springs, retainers, stems, & guides. The **ONLY** work allowed is: Reseating the valves. **NO** top cuts that extend into the aluminum of the chamber. **NO**, under the seat relief cuts. **NO** work that enlarges the as delivered throat size, 1.810 Int. & 1.345 Ex. (+ or - .010). **NO** bowl changes. **NO CHANGES!** Every dimension of these heads has a gauge dimension that must be met for them to be certified. Change any one of them and you will be disqualified. The stamped identification marks may not be altered.

22: Compression Ratio: 10.25 to 1 **absolute** maximum. C.R. checked w/ Whistle, or by pouring the assembled cylinder. Absolute minimum assembled cylinder volume: 70 cc. **Heads may NOT be milled !!!** Only exception is pre-approved milling to repair surface. **All repairs MUST** be pre-approved. Contact **RACESAVER® 305 SPEC @ 540-923-4541** before attempting repairs. A repair authorization number will be issued. After repair, heads must be recertified and marked accordingly. Original serial numbers and certification marks must be intact. They may not be altered or obscured. **Any & all** repairs MUST be pre-approved and heads recertified. **If any spec head is found to be modified; it must be REPLACED with a certified spec head.**

23: The spirit and intent of the RACESAVER® 305 SPEC Engine Rules will prevail.

Any attempt to circumvent the rules will result in confiscation of suspect parts, and other significant penalties. We reserve the right to exchange any Spec Head at any time. If heads are illegal, NO exchange will be made. Illegal heads will be restamped as "ILLEGAL".

For Information on Sanctioning requirements, rules clarification, or to order:

Call: RACESAVER® 305 SPEC @ 540-923-4541 540-923-4543

Web sites: www.racesaver.com or www.frenchgrimes.com

Pg.3 Car Rules: These car rules apply to all interregional and national events. Variances on weight, front wing & tire rules, may be acceptable within single region events.

Minimum weight with driver after race: 1560 # w/ steel wheels, 1600 # w aluminum wheels. When weighed **before** a race, all cars must exceed minimum weight by the weight of the fuel burned in that event. {Ex., a 25 lap feature burns 50 lbs. of fuel, therefore cars weighed before a 25 lap race must scale; 1610# steel, 1650# Aluminum} **NO FUEL** may be added after the race. Ballast weight must be between the front motor plate and 12" behind the rear motor plate, and must be secured by a minimum of 3 - 3/8" dia. bolts. Cars without an on board fire system must carry an additional 25 lbs.

1: Frame and body must have a sprint car appearance. Wheel base 80" minimum, 95" max.

2: Rear bumpers & rub rails, steel only, .095 max. wall (Can **NOT** contain ballast or lead.)

3: RR Bead lock required. No Bleeders. Minimum RR tire durometer 35.

4: Wing maximums: 25 sq. ft., 61" wide, 2.5" belly, side boards 30" by 72", 16" numbers on both sides of wing. 10 degrees max. wing angle, No wicker bill, No front wings.

5: No cockpit adjustable weight jacks, shocks, or wings.

6: Brakes in working order on at least 3 wheels.

7: No open drive lines. Safety hoop or strap required. Center section must be centered in frame.

8: Fuel tank bladder required. Fuel shut off at tank required. No electric fuel pumps.

9: Methanol only. No power enhancing additives allowed. Fuel lube allowed subject to review.

10: Safety minimum requirements: Approved 5 point harness, fire suit, gloves, roll bar padding, shoes, arm restraints, and SFI approved helmet. Hans ® device recommended.

11: Tech official decides legality of entry. Penalties determined by competition committee.

Disclaimers:

The rules and/or policies set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

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 or policies.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR 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 race advisor shall be empowered to permit minor deviation from any of the specifications herein imposed and further restrictions that in his opinion do not alter minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

The **RACE SAVER® 305 SPEC** is comprised of all volunteer, uncompensated officials who can not be held responsible for any actions taken by host race tracks or their safety crews. By participating in said race events, all participants acknowledge that: Racing is a dangerous sport that could result in injury or death to a participant, spectator or official, and the suitability of the track, race conditions, and safety considerations is solely their responsibility.

For Information on race sanctioning, rules, or to order RACE SAVER® 305 SPEC heads:

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Pg. 4 Optional procedures:

The following conditions are pertinent to Virginia Sprint Series and may be employed in regional events: Virginia Sprint Series participation is limited and by invitation. We reserve the right to limit the number of active members and / or entries at any event. Major events require pre-entry.

- 1:** Intentional or overtly careless rough driving will not be tolerated! Progressive safe starts are the cornerstone of safe racing. We will be particularly vigilant for excessively aggressive driving on the start.
- 2:** Technical inspections will take place at the beginning of the year and at any time thereafter.
- 3: Line up:** After the feature, numbers will be drawn for the next weeks feature line up. Cars will be grouped, numbers drawn for starting position, and lined up as follows: Non winners, 1 race winners, 2 race winners, etc. Cars missing an event will be handicapped to the rear for 2 weeks, but in front of penalty cars. In the interests of safety, the lineup may be adjusted if car control is in question. The 2007 season will continue the established winner and non winner groups. The third group, (multiple winners) will begin when a driver wins a second race. Reclassification of race winners may occur after 20 events without a win. If there are 26 cars or less, heat races may be eliminated in favor of "A", "B", & "C" Dashes. The line up for the dashes will be handicapped, with the faster cars to the rear.
- 4:** On board Fire extinguishers required. Push vehicle fire extinguishers encouraged.
- 5:** Lapped cars are to stay low on the track. The lapped car is instructed to hold a consistent line. A lapped car is responsible for running at a pace that will allow complete control.
- 6:** A leading car is required to leave a racing lane for a car that is positioned alongside of the leading car. Repeated chop or slide jobs will be penalized. The leading car has the responsibility to look for an overtaking car before committing to a line that uses up most of the race track. Any car that spins 3 times will be sent to the pits.

Special events have entry procedures that accommodate larger fields. In order to maintain equitable entry procedure for regular events, the following conditions apply: A waiting list of cars exists. When a new competitor wishes to enter VSS events, their name will be added to the waiting list. Participation of a car from the waiting list will contribute to their position on the roster. Should a regular VSS competitor indicate their desire to forgo their support of the bulk of our events, they may be replaced on the active roster with a car from the waiting list.

All events will require entry prior to race day. The first 26 cars entered will comprise the field for that event. All

cars must have valid VSS seals, and meet all rules. Verbal confirmation of entry must be made three days prior to race day. This may be done the preceding week at the track, or by phone to 540-923-4541. Should the need arise, cars on the waiting list will be allowed to enter. The opportunity to compete in our events is based on previous participation and support.

Pg. 5 Penalty Procedures Stages:

Stage 1: If the first incident is minor, a meeting will be held between the competition committee and the drivers involved. This meeting will include only the drivers and competition committee.

Stage 2: Should a second incident occur; or if the first incident is significant, a letter will be sent to the driver(s) involved advising them of the penalties. The driver(s) deemed responsible may be required to start at the rear of the field for 2 weeks. The driver(s) will also be on probation for these 2 weeks.

Stage 3: Should a third incident occur; a letter will be sent to the driver(s) involved advising them of the length of suspension.

Any member of a team who goes to another competitors pit, or race directors, or the track officials and engages in a verbal or physical confrontation; may subject that team immediate suspension.

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**I have read, understand and agree to abide by the aforementioned disclaimers, rules & specifications.
Signed:**

Please initial all pages, sign and return to:
Virginia Sprint Series 3943 Hebron Valley Rd. Madison VA 22727

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