

Champ Sprints  
2012 Rules, Regulations & Car Specifications

BODY COMPONENTS:

1. The definition of an upright car is a conventional front-mount engine in which the vertical position is to be maintained as closely as possible, with a maximum half-inch offset. The driver shall be seated directly behind the engine. The fuel tank must be behind the driver and the radiator must be positioned in front of the engine. The driver cannot be located beside the drive shaft. Side lips on hoods cannot exceed 2 1/2 inches. Nerf bars cannot be attached to the car in more than three places, no gussets. May not exceed .120 wall thickness and no larger than 1 inch O.D. Maximum width; 36" left, 42" right, measured from center of driveline.
2. Wheel base, minimum 84 inches, maximum 102 inches, measured from center of the front hub to the center of the rear hub.
3. Minimum weight, including driver 1,500 pounds. Cars may be weighed at any time. Fluids used or parts lost during a race may not be added to make weight. No tolerance. Add-on weights must be bolted with a minimum of two 3/8" bolts and double nut and/or weight clamps. They must also be painted white with car number present.

TIRES & WHEELS:

1. Hoosier right rear part #38221 medium compound. Tire size

105-16-15 medium compound.

2. Insert type, foam rubber wheel cover or covers that are securely fastened to the wheels are the only style wheel cover that are acceptable.
3. Wheel type optional. Bead locks optional. Left rear wheel and tire can be no wider than 18 ½" cross-section; this will be measured using a hoop.

#### SAFETY:

1. All cars subject to inspection at any time and must be free of mechanical defects and be in safe racing condition.
2. Full face racing helmets meeting Snell 2000 standard required and must be worn at all times the car is on the track and accompany vehicle at time of inspection.
3. Bucket seats are mandatory and must be factory manufactured. Only approved seat installation and seat structure accepted. Seat must be properly installed, and seat backrest cannot be moved back farther than the roll cage rear main hoop. No car will be permitted in competition unless seat is properly installed.
4. Fire suits, shoes, gloves, and neck collars are mandatory and must be worn at all times during racing.
5. A 3" wide safety belt and shoulder harness with 2 belts over

shoulders, and of a quick-release type are required.

6. Shock-resistant roll cage padding on all bars that driver's head, legs and arms may contact with while strapped in seat is required. A padded, functional headrest in line with the center of the driver's head is mandatory. Right side head restraint is mandatory.
7. Two throttle return springs and a steel toe strap on throttle is mandatory.
8. Front rock screen from top of hood to top of front halo and from roll bar to roll bar is required. Maximum 2" x 4" openings.
9. There must be a 2" minimum clearance between drivers head (with helmet) and top of roll cage (without padding). Loops may be used and must be constructed of the same tubing requirements as frame. These must be added in a safe manner.

#### ROLL CAGE/CHASSIS:

Chassis and roll cage must be constructed of steel channel or tubing of a 1 3/8 inch minimum outside diameter by .095-inch wall thickness for the main rails and cage.

#### FUEL:

Alcohol only. NO additives of any type.

#### AGE REQUIREMENT:

At his sole discretion, the Race Track Promoter has the authority to permit or not permit a driver 16 years or younger to participate in any class.

#### NUMBERS;

Only two digit numbers may be used. No three digit numbers will be accepted. No letters or symbols with numbers. No duplicate numbers. Paint numbers in contrasting colors on both sides of tail and on nose. No Mylar or reflective type material may be used. Numbers must be a minimum of 9" tall. Make numbers BIG, not fancy and kept clean for scorers.

#### FUEL PUMP:

1. Fuel pump type is optional. No pressurized fuel system.
2. FULL CELL WITH BLADDER is mandatory. A fuel shutoff valve within easy reach of the driver required. No vinyl or plastic fuel lines allowed. Fuel cell must be securely mounted. No car can start a race with than 40 gallons of fuel.

#### CARBURETOR:

One (1) two(2) barrel Holley carburetor not to exceed 500 cfm. No solenoids. Carburetor will be checked using a GO-NO-GO gauge. Carburetor venturibore, throttle plate bore, throttle shaft diameter,

and booster size will be checked using GO-NO-GO gauges.

Measurements are as follows: Venturibore max 1.390", throttle plate bore max. 1.700", throttle shaft diameter min. .180", booster height size min. .435", booster size interior max of .385", exterior booster max. .6600". The use of fuel injection, supercharger, turbo charger, nitrous oxide or water injection will not be allowed.

#### DRIVE LINES:

All drive lines must be broken in the coupler or rear slider. Torque arm drive lines may not be used. All drive lines must be enclosed and contain no more than one U-joint or CV-joint and that one must be at the front of the drive line.

#### IGNITION:

Any ignition mechanically driver in stock location.

#### INTAKE MANIFOLD:

OEM or stock-type cast aluminum allowed. May be ported only to match heads. One 1 : (maximum) spacer or adapter may be used between carburetor and intake manifold. No welding, grinding, cutting, porting, polishing anywhere on intake EXCEPT for one inch maximum inside intake runners to match heads.

#### MUFFLER:

None required.

#### SHOCKS:

1. No adjustable shocks that can be controlled from inside the car.
2. NO TRACTION DEVICES!!

#### WINGS:

Wings maximum size shall be 16 sq. ft. on the top horizontal section, 60" maximum width. The maximum size of vertical side panels shall be no more than 10 sq. ft., including the lip on the top and bottom of side panels. No flaps or rudders may be attached to sideboards or center section. Wicker bill on the top lip of the center section can be no more than a 1" MAX. Wing cannot exceed 2 1/2" drop in belly of wing. The maximum size of the nose wing shall be 2 ft. by 3 ft.

NO wicker bill of any sort will be allowed on the nose wing. No hydraulic mechanical or electrical device may be used that will enable the driver to adjust the wing from inside the car while driving the car.

Nerf bars may not be covered so as give the effect of a wing.

#### ENGINE:

1. Any V-8 cast iron automotive engine block. No aluminum.

2. Maximum displacement 368 CI.
3. Domed pistons not allowed. Flat top pistons or stock type dished pistons only.
4. Any steel rod or crankshaft may be used. No titanium engine parts will be allowed, except valve spring retainers.
5. Camshaft is optional, but NO overhead camshaft.
6. Only pan type oil pumps allowed. Dry sump or external pumps are prohibited.
7. Oil pan style is optional. A one-inch diameter inspection hole in the upper side of pan about oil line and windage tray is recommended.  
If car is inspected and pan has no inspection hole, pan must be pulled at track.
8. All valves and plug holes must remain in stock location.
9. Automatic cam timing devices are prohibited.
10. Water pumps are limited to stock mount, belt driven type.
11. Brodix spec head or any cast iron cylinder head that is manufactured by the manufacture of engine used. No after market heads such as Dart, etc may be used. Cast iron heads may be ported and polished.  
Valve angles are to remain as manufactured. NO moving or offsetting of dowels in block or head. Combustion chamber can be reshaped. NO coating of the intake or exhaust runners. Coating of valves and combustion chamber is OK.

#### ALUMINUM SPEC HEAD RULE:

1. All spec heads will be supplied with CNC bowl blend and intake

matching.

2. No grinding or blending of CNC work is allowed.
3. No grinding or polishing of any kind is allowed anywhere on the casting.
4. No use of any substance that may change or alter the shape or size of ports or combustion chambers is allowed.
5. Valve seats and guides are to remain as manufactured and in their cast position, valve must stay on valve seat and cannot touch aluminum.
6. Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered.
7. No tapering or reshaping of valve guides will be allowed.
8. No minimum combustion chamber volume.
9. Spec cylinder head serial number must remain on the head and may no be defaced or altered.
10. No welding modifications are allowed to the original castings. Brodix will provide a repair service where we register and keep track of repairs if you desire. (Chevrolet part number SP CH OKC) (Mopar part number SP MO OKC) (Ford part number (SP FD OKC).
11. Valve stem may be no smaller that 11/32.

If you have any questions call Mark Brill at 405-769-6927. Don't

Guess!!

IF IT DOESN'T SAY YOU CAN DO IT IN THE RULES YOU CAN'T!!