

Economy 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 1,575 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.
4. No titanium bolts on any part of car.

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 1/2" 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 driver's 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:

Methanol ONLY. No performance additives.

AGE REQUIREMENT:

At his sole discretion, the 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:

Fuel pump type is optional. No pressurized fuel system. 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 more 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.

DRIVELINES:

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

IGNITION:

Any ignition mechanically driver in stock location. No crank triggers.

MUFFLER:

None required.

SHOCKS:

Must have steel shocks. No adjustable shocks.

NO TRACTION DEVICES!!

There will be a claim on shocks. \$65.00 each. The track will be the only one to claim shocks. This is to keep competition fair and cheap.

INTAKE MANIFOLD:

1. Any dual plain intake. Cast iron or aluminum.
2. Any IMCA or NCRA approved intake dual plain or open plenum legal.
3. No porting or polishing of any kind.
4. Steel intakes may be ported.
5. May run up to a 4" spacer.

ENGINE:

1. Only 283, 302, 305, 327 and 350 blocks can be used for Chevrolet. No big blocks. OEM only.
2. Only 260, 289, 302, and 351 blocks can be used for Ford. No big blocks. OEM only.
3. Only 273, 318, 340 and 360 blocks can be used for Mopar. No big blocks. OEM only. No hemis.
4. All casting numbers must remain on blocks. No side bolt main blocks allowed.
5. No 400 small block or big block crankshafts allowed. This goes for Ford, Chevy or Mopar.
6. No 4-cylinders allowed. No V-6's allowed. No in-lines. V-8's only.
7. Again: only Ford, Chevy or Mopar engines are allowed.
8. Mopar - Chrysler, Plymouth and Dodge. 370 cubic inch maximum.
9. Ford - Ford and Mercury. 368 cubic inch maximum.
10. Chevy - Pontiac, Buick, Oldsmobile as long as they are Chevrolet engines. 368 cubic inch maximum.
11. No tolerance on cubic inch.
12. Cylinder head; may use Engine Quest (EQ) stock replacement (SR) cylinder head. Part #CH3501. Head must remain as produced. Valve sizes cannot be changed. 194 intake and 150 exhaust. No porting or polishing.
13. If after market cylinder heads are used you must run stock diameter springs.
14. Must have an inspection hole in the oil pan.

CHEVROLET * FORD * MOPAR:

1. Any flat top pistons is legal.
2. OEM blocks only. No Dart or after market blocks. No aluminum. Cylinder sleeves okay. Polishing lifter galley, okay.
3. Any steel rod. 5.7 length
4. OEM cranks only. Steel or cast. Balancing okay. No splayed main caps. After market cranks allowed if stock replacement/stock weight.
5. After market rod, main and head bolts or studs allowed. Push rods may be any length.
6. Stock or circle track pans allowed. No dry sumps. No gas ported pistons.
7. Fluid dampener harmonic balancer is allowed. No roller rod, main, or cam bearings.
8. Chevy, Ford and Mopar water pumps may be aluminum. OEM type only. Mechanically belt driven only.
9. Any brand of air cleaner allowed.
10. 3.48 stroke maximum for Chevy. Balancing okay.
11. Engine displacement can be checked by pump even on protest.
12. Oil filters must attach at factory specs.

CAMS:

1. Hydraulic lift cams only. Must have 12" of vacuum at 1200 rpms. Timing or carburetor may not be altered at time of tech, if vacuum used. It is the tracks discretion as to which way they want to check cam, even on the protest. Must have vacuum fitting in intakes. If track opts to use vacuum for tech, tech by vacuum will be final.
2. No hydraulic roller cam or lifters. No bronze bushings in the lifter bore or similar pieces. Up to four bronze bushings will be allowed in lifter bore for repair. Hydraulic lifters only. No solid cams or solid lifters allowed.
3. Anti-pump up lifters okay. No gear drives.
4. No reverse rotation cams or motors. OEM rotation only.
5. No vacuum cams of any type allowed.

HEADS:

1. No porting, acid dipping, or polishing allowed. Screw-in studs and guides plates are legal.
2. Stock diameter springs only for heads used. Springs up to 1.440 are allowed due to Ford and Chrysler having the same size spring.

3. Milling heads allowed.
4. Any type rocker will be allowed.
5. No titanium components allowed. No carbon fiber parts anywhere.
6. Poly-locks are allowed. Heads may be cut 360 degrees under valves in bowl area only.
7. 1, 2, 3, 4, or 5 angle valve jobs are legal.
8. No O-ringing block or heads.
9. Any breather/valve cover configuration/composition is allowed.
10. Due to Fords and Mopars having no cc rule, neither will Chevy's.
11. If after market cylinder heads are used you must run stock diameter springs and valve sizes. 194-150
12. Engine Quest stock replacement head only. Part # CH350I
13. Stud girdles allowed.

CHEVROLET: HEADS - GM

1. Only these casting numbers can be used: 997, 445, 882, 624, 441, 487, 993, 185. These are the last three digits and they are the only ones legal.
2. No valves larger than 202 intake or 1.60 exhaust.

FORD: HEADS

1. Any cast iron head. OEM Ford heads only.
2. No Boss or after market heads of any kind.
3. No valves larger than 204 intake or 1.70 exhaust.

MOPAR: HEADS - PLYMOUTH, DODGE, CHRYSLER

1. Any cast iron head. OEM Mopar only.
2. No after market heads of any kind.
3. Mopar can use the rocker arm bars. OEM only.
4. No valves larger than 2.04 intake or 1.70 exhaust.

**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!!**

