



# SPRINT CARS 2017

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## Preface

The rules and/or regulations 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 will govern the condition of all events and by participating in these events all members are deemed to have complied with these rules. No expressed or implied warranty of safety will result from the 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 participants, spectators or others.

VRA reserves the right to amend by addition or deletion any rule by notifying members, in writing or posting at the track office same changes, at least seven days prior to implementation of said addition or deletion. Rules involving safety may be imposed immediately.

Rules will be imposed as written. It is your responsibility to be familiar with all rules. Official's decision shall be final in all cases.

## 1. SAFETY

- 1.1. Working Ignition switch in cockpit.
- 1.2. Check valve in fuel line vent
- 1.3. Working fuel shut-off valve in cockpit.
- 1.4. Front and rear bumpers, the rear bumper must be steel, attached in a safe manner. No cotter keys or rivets.
- 1.5. Quick release steering wheel. Bolts must be safety wired and equipped with a center pad.
- 1.6. Roll cage padding in areas that may make contact with head is highly recommended.
- 1.7. Headrest with resilient material. It must be mounted behind driver's head and firmly supported. Seats with built in head rests ok.
- 1.8. Properly attached roll cage net on right and left side mandatory, except on cars equipped with full containment type seats. Net shall be securely attached. No temporary fasteners such as tie wraps, bailing wire, tape, etc.
- 1.9. Rock screen mounted in front of driver in cockpit windshield area to provide driver protection required. Attachment method must be tech approved. No temporary fasteners. Hose clamps recommended for this purpose.
- 1.10. Full face Snell S or SA2005 or newer helmet is required
- 1.11. All drivers must wear SFI rated fire-retardant suit, with a minimum two (2) layers, gloves, shoes, socks, hood, and neck brace whenever car is on racing surface.

- A. When a SFI-approved head and neck restraint is used, a neck brace is not required.
- 1.12. The drive shaft must be fully enclosed. Shaft strap or drive loop mandatory. Must be located at center portion of drive shaft. Buckley joint must be shielded in such a manner to protect the driver from errant fluids.
- 1.13. Driver's head must be a minimum of two (2) inches below the lowest section of the top of the roll cage when securely belted into the car with helmet on. A VRA tech approved halo may be added to the top of the cage if needed. Ear protection highly recommended.
- 1.14. Arm restraints are mandatory and must be properly worn at all times the car is on the track.
- 1.15. Knee guard is mandatory.
- 1.16. All drivers must wear a fire resistant double layer, minimum, one piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that a fire resistant head sock and or helmet skirt be worn. All items must meet SFI specifications 3.2 and 3.3.
- 1.17. All drivers must wear an approved Snell rated S or SA Helmet dated 2005 or newer. No M rated helmets allowed. Drivers must wear approved neck brace and fire proof gloves, shoes and socks. An approved head and neck restraint system is highly recommended.
- 1.18 All drivers in the Sprint Car division must be 16 years of age or older at the time of competition
- 1.19 All drivers in the Senior Sprint division must be 45 years of age or older at the time of competition.

**2. BODY AND CHASSIS**

- 2.1. Any sprint car chassis is allowed, but it must pass any test prescribed by safety inspectors to insure its safety of design and construction. No roadster type chassis allowed. Only sprint appearing type bodies, tails, and hood will be allowed. The roll cage must be of a four-post design. The cage must be constructed of 1 3/8"OD x .095 inch wall thickness minimum. No dirt champ cars. No elliptical (oval shaped) tubing used on or as a part of the main structure. Minimum wheelbase of 83 inches, maximum wheelbase 90 inches. No titanium rotating parts parts allowed. All chassis materials must meet chromoly standards.
- 2.2. Fuel cell securely mounted. Bladder mandatory. May not be pressurized. Fuel cell must be mounted directly to chassis. No spacers. Minimum of four (4) mounting points. All mountings subject to tech inspection and approval.
- 2.3. Securely mounted bumpers and nerf bars mandatory. No aluminum frames, bumpers, or nerf bars. Nerf bars must not extend outside of tires. Side nerf bars which cover at least ¾ of the rear tire width, three (3) point attachment.
- 2.4. All cars must start and complete each race with side and rear nerf bars intact. Cars must start race with front bumper intact but may continue to run with front bumper missing if lost during event.
- 2.5. VRA approved mufflers are mandatory and must meet the current requirements. All cars must begin and complete each event with right and left side mufflers properly attached to the collector and intact, Cars may not continue to run if they lose a muffler during competition. The following mufflers are VRA approved:
  - A. Extreme Mufflers
    - 1. Part #6014-3530
    - 2. Part #3615-3535
  - B. Coast Fabrication
    - 1. 350x625x17-2sVRA
  - C. Spintech
    - 1. 180 Degree
    - 2. 1545P Super Stock Series
  - D. B&B Performance
    - 1. FRAC-0375-S, 180 Degree, with side outlet
  - E. Schoenfield
    - 1. Part #1427135
- 2.6. Headers must be a minimum of .035.
- 2.7. Minimum three wheel working brakes (In-board brakes allowed). Steel or aluminum brake rotors only. No Titanium rotors allowed. All inboard rear rotors must be of a magnetic type material.

- 2.8. A one-way receive-only radio is mandatory at all times on the racetrack. No two-way radios or communication devices are allowed. This radio is required to be purchased and maintained by the driver or car owner. The frequency will be posted and announced at the drivers meeting.
- 2.9. All cars must have a functioning transponder any time the car is on the track. Failure to have a working transponder may result in removal from the track or cause car to not be scored until a properly functioning transponder is on the car. No courtesy laps will be given.
- 2.10. No rear view mirrors.
- 2.11. All seats must be bolted to the frame with a minimum of four (4) locations (2 on the bottom and 2 in the back) with 3/8" diameter, grade eight (8) minimum, bolts and 1 1/2" OD steel flat washers between the head of the bolt and seat.
- 2.12. Rear end: Rear axle must be of open tube or full floating axle type.
- 2.13. Throttle pedal toe loop mandatory. Two throttle return springs mandatory. One on pedal linkage and one on injector linkage.
- 2.14. Any throttle cable must be of push/pull design, such as a Morse Cable type.
- 2.15. You may have two adjuster knobs in the drivers cockpit for shock absorbers. (ie. You may control the compression and rebound on one shock absorber or control compression or rebound on two separate shocks). No other driver adjustable suspension allowed.
- 2.16. No forced air induction allowed. (ie. sealed ram induction to injectors).
- 2.17. All cars must use a VRA approved, commercially manufactured drag link retention strap at all times.
- 2.18. Titanium shock pins, torsion bar stops, kingpins, spindle bolts are permitted.
- 2.19. It is recommended that all torsion bar stops and arms be checked regularly with torque wrench on pinch clamp, "grade8" 3/8 "bolts to a specification of 30-35 ft lbs. It is further recommended that the pitman arm pinch clamp bolt be set at 18 ft lbs maximum along with the steering manufacturers retaining snap-ring or bolt and flat washer with safety wire installed.

### **3. MINIMUM WEIGHT**

- 3.1. A car must weigh a minimum of 1,500 pounds, with driver, after race.

### **4. ENGINE**

- 4.1. Steel, small block, 360 Cubic inch displacement (360 plus 1% =363.6) Chevrolet type engines only. All cars must be fuel injected no carburetors. No throttle body or plenum type injectors allowed.
- 4.2. No V-6s
- 4.3. No titanium in engines, excluding valves, valve retainers, and cam drive spud.
- 4.4. No titanium is allowed on any rotating parts in engine or driveline (Driveline coupler, lower shaft, cranks, rods, etc)
- 4.4. Aluminum heads are allowed.
- 4.5. No down nozzle injectors.
- 4.6. Injectors: No relief hole may be drilled above the butterfly on any injector. No alteration of injector manifold mounting hole will be allowed.
- 4.7. Heads: No Brodix #12 heads, no 18 degree heads, no canted valve heads, no roll over heads, no heads other than original 23 degree valve angle heads. All aluminum heads must remain within 1 degree of the original 23-degree valve angle.
- 4.8. Approved heads must have an unaltered ASCS intake restriction gasket installed or a 1<sup>7/8ths</sup> inch intake restrictors inserted into each injector stack
  - A. ASCS intake restriction gaskets must remain unaltered with absolutely no modifications to bolt holes or port sizing! These gaskets are to be installed with the logo to the top. The ASCS restrictor gasket must protrude a minimum of .150 inch into the roofline of the injector port. The .150 inch protrusion must extend fully across the roofline of the intake port in the manifold. There shall be no streamlining or re-contouring of intake ports or injectors to reduce the effect of the restrictor gasket. No step studs or relocating bolt holes. You cannot enlarge or relocate restricting gasket bolt holes.
  - B. VRA will allow two different 1<sup>7/8ths</sup> restrictors types. The intake restrictors may be made of aluminum or nylon.

1. Type 1 shall be 2 inches long with the 1 <sup>7/8ths</sup> restriction being 1 inch long in the center of the restrictor with a ½ inch bevel on the top and the bottom.
2. Type 2 shall be 3 inches long with the 1 <sup>7/8ths</sup> restriction being at least 2 inches with a 5/8 inch bevel on the top while the bottom can be flat or beveled.
3. Only one restrictor may be securely mounted into each injector tube, either top, middle or bottom. A second restrictor may only be mounted within the first restrictor to meet the 1 <sup>7/8ths</sup> restriction, if necessary. The injector tubes cannot be molested in any way to compromise the effect of the restrictors. The restrictors must be able to pass VRA inspection with a 1 <sup>7/8ths</sup> go-no go gauge.
- 4.9. Penalty for altering an ASCS gasket or restrictor is a mandatory three race suspension of car and driver, forfeiture of all points and moneys won during the race, after which the infraction was found and \$500.00 fine. The fine applies to car owner and must be paid prior to the car's return to competition.
- 4.10. No turbine driven, turbo or blowers allowed.
- 4.11. Only two valves and one spark plug per cylinder allowed.
- 4.12. No computer operated ignition systems or controlled parts, such as fuel injections fuel systems, chassis adjusting systems, etc.
- 4.13. No traction control devices of any kind.
- 4.14. No offset motors will be allowed. Engine must be directly in front of driver. Driver must straddle drive line.
- 4.15. No crank fire ignition allowed.

#### **5. WHEELS AND TIRES**

- 5.1. Maximum right rear wheel width is 18 inches, left rear wheel width 15 inches. Wheels may be either aluminum or steel.
- 5.2. No stock, wire, plastic, titanium, or carbon fiber wheels allowed.
- 5.3. May run beadlock on any wheel.
- 5.4. All four corners must be Hoosier Tires.
- 5.5. Approved right rear compounds:
  - A. VRA Sprint Cars and Senior Sprints: Medium 105/16-15 and VRA-stamped
- 5.6. Left rear/left front/right front are open compound for both VRA Sprint Cars and Senior Sprints
- 5.5. No tire softening, conditioning or chemical alteration allowed.
- 5.6. No recaps allowed
- 5.7. Titanium wheel nuts are not permitted.

#### **6. FUEL AND COOLANT**

- 6.1. Methanol or Ethanol only.
- 6.2. No performance enhancing additives allowed. No nitrous oxide injection allowed.
- 6.3. No flammable liquids allowed in cooling system.
- 6.4. No glycol based coolants allowed.