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## 2018- 2019 DIRTcar Pro-Sprint Division

Version one (12/19/17 12:52 PM) Updated 01/05/18

Under the guideline of the 2018/2019 DIRTcar Pro-Sprint Car rules any and/or rules and as stated in the 2018-2019 DIRTcar Rule Book, all DIRTcar rules apply. Local track rules pertaining to the racing procedures and/or overall rules that are administered by the local track officials and management may apply at local tracks in DIRTcar sanctioned events. Instances, where applicable, local track rules may be applied.

The specifications published shall be considered a section of the "Official Rules and Specifications" for all events, series and sanctions by World Racing Group. All sections should be considered when determining specifications and governance.

ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO PENALTIES AS DETERMINED BY THE DIRTcar and/or World Racing Group OFFICIALS

### 15.1 Engines

#### Please note:

- **Engines used in this division MUST be purchased from an approved vendor.**

#### Approved Engine Vendors:

**Pace Performance** (800)-748-3791  
50 Karago, Boardman, OH 44512  
Contact: Don Blackshear 800-748-3791  
[www.paceperformance.com](http://www.paceperformance.com)

#### Approved Engine Up-fitters: (assembling the mandatory and approved parts)

**Topp Performance Race Parts/Gaerte Racing Engines** (574) 223-3016  
601 Monroe, Rochester, IN 46975  
[www.gaerteengines.com](http://www.gaerteengines.com)

**The Chevrolet Performance Engine part number #88958602 or 19258602 is the only engine permitted in all DIRTcar Pro-Sprint events.**

- A. The engine and all components must remain in their original configuration and form as purchased and/or delivered from the supplier. Any alterations to the engine will not be permitted. The Engine must remain as manufactured by General Motors. (Cam drive spud installation is accepted)
- B. All engines are to remain sealed from the factory. The original factory seals must remain unaltered. Tampering, removal, modifications of any type and/or broken factory seals will not be permitted. The Chevrolet Performance engine must remain unaltered in any way.
- C. The Chevrolet Performance Engine seals must remain unaltered. DIRTcar and/or World Racing Group Officials require secondary sealing and verification of all seals on any Chevrolet Performance Engine by the approved Engine Supplier/Vendor. Tampering with and/or alteration of any seals will not be permitted and is subject to immediate penalty and/or suspension.
- D. Only Chevrolet Performance replacement parts of any type will be permitted for any type of replacement and/or repair work. Only Chevrolet Performance Engine specific valve springs may be used for replacement and/or repair, Part Number # 10212811 or 19154761
- E. Approved repair is permitted; however, engine rebuilds are not permitted. DIRTcar must authorize Chevrolet Performance Engine repairs. Repairs must be completed by an approved vendor.
- F. Chevrolet Performance Engine repair procedure works as follows:
- Contact DIRTcar Pro Sprint Technical Officials for authorized repair vendor facilities.
  - The Technical Officials will approve a repair location and instruct the driver/owner where to take the engine to get an estimate.
  - Based on the estimate and the detail of the repair, Pro Sprint officials will determine if the repairs may be made or if a new engine must be purchased.
  - If a repair is approved, a specified inspector will inspect the engine and work with the engine repair facility throughout the duration of the repair to ensure that the engine maintains the Chevrolet Performance Specifications.
  - Upon completion of the repair(s) the engine will be 'resealed' before being released for competition.
  - All parts including the gasket repair kit(s) must be stock OEM Chevrolet Performance replacement parts. The receipt(s) generated from the Chevrolet Performance Dealer and/or parts department must be retained and a copy presented to DIRTcar for verification.
  - Overbores will not be permitted. If a cylinder has scoring and/or needs repair it must be communicated to DIRTcar officials before being sleeved to maintain the original bore size.
  - Valve jobs will not be permitted. Valves may be lapped.
  - If the cylinder head requires resurfacing and/or valve seats, a new engine is required. Machine work of any type not be permitted to the cylinder heads.
  - Bead blasting and/or any polishing and/or any alteration to the intake manifold and/or cylinder heads will not be permitted.
  - All engine information regarding repairs and/or engine introduction must be retained and turned into DIRTcar Officials, to track and manage engine database, including the driver, serial number, repair, type of repair and/or what type of service was performed to any engine.
  - Any repair estimates presented to the DIRTcar Officials that meet and/or exceed 80% of the actual price of a new engine, a new engine must be purchased. The engine that was damaged will no longer be eligible for competition
- G. DIRTcar and/or World Racing Group Supervisory Officials reserve the right to technically inspect exchange and/or confiscate any Chevrolet Performance Engine at any time. Failure to surrender the engine and/or submit the engine for inspection equals disqualification from the event and/or suspension.
- H. The direction of the Chevrolet Performance Engine program is to maintain a cost-effective, affordable racing program. Rebuilding, balancing, blue printing and/or any other alteration made in an attempt to influence the integrity of this program will not be permitted. The judgment and determination of any such decision will be at the sole discretion of DIRTcar and/or World Racing Group Officials.
- I. The engine must be mounted in-line with the driver and the drive-line must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted.

#### 15.1.2 Mandatory base engine package from approved vendor includes the following:

1. The Chevy Performance 602 engine.
2. Crate Innovations C11-2001 Crank Hub and Yoke Assembly
3. Crate Innovations BLK216 Carb Spacer and linkage
4. 6 Official DIRTcar wire cable seals will be installed and recorded
5. 1 Official Pace Performance, QR Coded wire cable seal will be installed and recorded for engine tracking.
6. Rear of camshaft will be drilled and tapped to accept spud to operate cockpit fuel and power steering pumps
7. Installation of low profile oil pan and pump
8. Complete the Engine Sale Reporting Form

#### Additional MANDATORY components that MAY be installed by the Authorized Vendor, an Authorized Up-fitter or end user.

9. Crate Innovations #CII2001 balancer/drive hub
10. An approved, unaltered, operational rev limiter is required. Approved limiters are (A: MSD #8728 Soft Touch *DIRTcar* branded Rev Control with a 6,200 RPM chip installed.) (B: MSD #8727 digital display set at 6,200 rpm limit.)
11. Unaltered Holley 750 CFM Classic HP Carburetor, Mechanical Secondary, Calibrated for methanol [Part# 0-80535-1](#)
12. Chevrolet Performance installed HEI distributor and ignition is required. The distributor advance curve may be "LOCKED". All remaining parts must remain stock as manufactured.



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13. Schoenfeld Headers part number-steel 1052LCM2 and 1022LCM2 or Beyea #DS-23N1 headers are required. Collectors or modifications will not be permitted
14. If required, the Schoenfeld (part # 63030) or Beyea (Part # MUFFSC3) mufflers are required. Must remain unaltered from the manufacturer. The mufflers must remain attached to the headers at all times. All muffler and header components must remain intact and operating.

### 15.1.3 Additional approved Optional bolt on components to complete engine for use

1. Water pump
2. Water pump pulley kit w/belts
3. Fuel pump & Thermostat block off plates, water fittings
4. Carburetor stud kit
5. Bypass fuel regulator, Carburetor fittings w/ fuel log, Washable Air filter kit,
6. Plug wire set,
7. Spark plugs

### 15.1.4 Carburetor

- A.) Carburetor must be run as produced. Jets and power valves may be changed
- B.) Carburetor must be mounted parallel to intake
- C.) Air induction inserts or other devices to direct air to intake are not permitted
- D.) Fuel regulator required

### 15.1.5 Air Filter

- A.) One round type air filter element maintaining a minimum of 4 inches and a maximum of 14 inches
- B.) K&N Style Air filters are permitted
- C.) Plastic air cleaner top or bottoms are not permitted (metal only)
- D.) All air shall be filtered through the filter element
- E.) Carburetor inserts to direct air into the carburetor are not permitted
- F.) Air boxes, hoses, or any device that directs air into the air cleaner are not permitted
- G.) Ram air is not permitted.

### 15.1.6 Fuel pump

- A.) Fuel pump may be in cockpit or front belt driven.
- B.) Stock pumps in stock location are not permitted.

### 15.2 Fuel

- A.) Methanol is the only fuel permitted. Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted. Fuel samples may be taken from time-to-time for inspection and analysis.
- B.) The same fuel cell/tank must be used in the same car for the entire race program. The fuel cell/tank may be changed at the discretion of the DIRTcar Racing Pro-Sprint Cars Series Director if the cell/tank has been contaminated and/or physically damaged for any unforeseen reason.
- C.) A fuel cell with bladder and foam will be the only type fuel cells permitted. The fuel cell must be of one piece construction of cross-link polyethylene plastic. Alterations and modifications will not be permitted.

### 15.4 Drive Train/Brakes

#### 15.4.1 Brakes

- A.) Steel or aluminum rotors only
- B.) Standard Sprint car rear end only, no midget or hybrid rear ends
- C.) Steel drive shafts only allowed

#### 15.4.3 Traction Control Devices

- A.) Traction control devices of any type are not permitted at any time, during any event.
- B.) Any team found with a traction control device in pre and/or post-race inspection shall be disqualified from that event. Additional penalties, including indefinite suspension and/or fines, and/or any penalty deemed appropriate by DIRTcar Racing Pro-Sprint Cars Series Officials may be issued.
- C.) From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers.

### 15.5 Chassis/Frame

- A.) All chassis/frames built after during and/or after the 2005 season should have a manufacturer's serial number and identification plate visible and welded on the left front side of the roll cage upright. See drawing 16.8 a,r.
- B.) The following frame measurements are minimum dimensions. Only those areas indicated are mandatory and subject to technical inspections. In lieu of the "BUTT" BAR a car's rear end can be tethered to the rear chassis. ASTM4130 normalized steel is suggested. See drawing 16.8.a,r.
- C.) TOP RAILS 1 1/2" x .095" , BOTTOM RAILS 1 3/8" x .095" or 1 1/2" x .083" , ROLL CAGE UPRIGHTS 1 3/8" x .083" , ROLL CAGE CROSSMEMBER 1 1/2" x .095" ,
- D.) UPPER RAILS 1 3/8" x .083" , REAR END SAFETY "BUTT" BAR 1" x .083" or 1 1/4" X .065 BRACE 1 1/4" x .065"
- E.) Roadster type chassis will not be permitted.
- F.) The chassis must have a minimum of six (6) mounting points for securely mounting any manufacturer's seat per the seat and chassis manufacturer's specifications.
- G.) Drag links must be made of 4130 steel a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches. Only magnetic steel tie rods and heim joints (rod ends) will be permitted. Swedging of the tubing will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.
- H.) Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be permitted.
- I.) Only front axles made of magnetic steel will be permitted. The minimum sizes permitted will be; 2 1/4" x .095 and/or 2 3/8" or greater x .095".
- J.) Titanium front axles, nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edge of the tires
- K.) **Approved front axle tether systems are highly recommended.** The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether cables should be installed using the manufactures provided fasteners. Tethers of any type must be installed and used in accordance with the manufacturer's instructions.

The following tether(s) have been approved for competition;

- a. Butlerbuilt BBP 4922-225 – 2-1/4" axle dia/ BBP 4922-225 – 2-3/8" axle dia/ BBP 4922-225 – 2-1/2" axle dia
- b. C & R Racing Sprint Car Front Axle Tether System



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Radius Rod Tethers Numbers:

CRA- 02-255- A /CRA-102-265-A/ CRA-102-27-A /CRA-102-275-A /CRA-102-28-A

King Pin Tethers:

CRA - 103 - 53 - A / CRA - 103 - 54 - A / CRA - 103 - 55 - A

Butlerbuilt BBP-4924

*(The approved axle tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.)*

- L.) Torsion arm stops will be mandatory on both sides of the front torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm stop design. Torsion arm stops must be installed and used in accordance with the manufacturer's instructions. The following torsion bar stops(s) have been approved for competition:
1. Moose Block 1200 Retainer Kit
  2. All Star Performance All Star 10730 Retainer
  3. Maring Safety Retainer
  4. Butlerbuilt Mandrel
  5. DMI - T-REX (Torsion Restraint Express System)
  6. Schroeder Part number "BARS" (for Schroeder bars with relief in ends), Schroeder Part Number: "RWLAR" (Wedge Lock)
- The approved Torsion Arm Stop may be revised from time-to-time with additional approvals and/or other changes to the approved list.*
- M.) The front bumper must not extend more than eight (8) inches from the frame and/or the measurement from the center of the front axle to the front of the front bumper must not exceed 23 ½ inches.
- N.) The top of the roll cage shall have a maximum outside width of 29.5 inches. Bracing that would prevent the driver's ability to exit through the opening and/or inhibit safety/rescue workers ability to extract the driver will not be permitted.
- O.) The cockpit horizontal middle frame bar will have a maximum outside width of 28.5 inches.
- P.) The bottom frame rail will have a maximum outside width of 26 .5 inches.
- Q.) All tubing utilized in the construction and/or fabrication of the main frame must be round in shape. Any other shapes, such as elliptical (oval) tubing will not be permitted.
- R.) Only steel, carbon fiber or aluminum floor plans will be permitted.
- S.) The minimum wheelbase will be 83 inches. The maximum wheelbase that will be permitted will be 90 inches.
- T.) Front anti-roll torsion bar assemblies (sway-bars) will not be permitted.
- U.) All cars must have a driveline strap and/or a driveline hoop restraint constructed of a minimum of .065 inch magnetic steel either welded and/or bolted to the chassis. The rear cross member used for mounting the steel driveline hoop must be constructed of .083 inch steel.
- V.) Wings, bumpers and/or nerf bars must be positively fastened with bolts & nuts, hitch pins and/or roll pins only. For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.

### 15.6 Shocks

- A.) Only **DIRTcar approved twin tube, oil filled, non cockpit adjustable PS shocks are allowed. They must retain factory part numbers for verification. Updated 01/05/2018**
- B.) There will be a \$200.00 claim/protest on any shock that is bolted to the car previous to any race event. Claim must be made by a current DIRTcar licensed car owner or driver competing in the event. Claim form must be completed, signed and presented with claim amount in cash to track tech official before said event rolls onto the track. Post event the claimed/protested shock must be removed and presented to track official. Official will verify the legality of the shock. If the shock does not conform to DIRTcar rules the car will be disqualified from the night's activities and no money or points will be awarded. Claim funds will be returned to the claimant. If claimed shock meets DIRTcar rules the claim will remain in effect. Refusal to sell will cause a disqualification from night's events and a \$100.00 fine. Fine must be paid before car and /or driver can compete in another DIRTcar sanctioned event.

**Approved 'PS'- type Shock Absorbers submitted that meet the \$190.00 or less price point.:**

- a. Pro Shocks - A Series smooth aluminum body, WB series smooth steel body
- b. QA1 60 series smooth aluminum body
- c. AFCO - 16 Series smooth aluminum body

*Other Shock Absorbers must be submitted by the manufacturer for approval before allowed for competition.*

### 15.6 Chassis/Frame/Weight

- A.) All racecars must weigh a minimum of 1,575 pounds with a driver fully prepared to compete in the car throughout an entire event.
- a. Winged cars using a 4' x 5' wing: minimum weight of 1,550#.
- B.) Cars not meeting minimum weight will be disqualified for that race, scored last, and start scratch in any race remaining that night.
- C.) Additional bolt-on weight will be permitted, but must be mounted and fastened to the frame and/or chassis in a secure manner. All additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles but mounted no higher than the upper rails. At the discretion of DIRTcar Racing Pro-Sprint Car Series Official's additional bolt-on weight may be mounted and/or fastened forward of the front axle, but not past the front torsion bar.
- D.) The addition of bolt-on weight during any yellow and/or red flag condition will not be permitted.
- E.) All cars will be weighed during qualifying.
- F.) If a car is found to be light after its respective heat and/or qualifying race, that car will go to a consolation event (LCS).
- G.) Any car that is found to be light after the A-Main, that car will be scored last, awarded last place points and receive last place money.
- H.) When instructed to do so by DIRTcar Racing Officials, cars must proceed immediately to the scale area. Crew members and/or other race team personnel will not be permitted in the area and/or to approach the car prior to reaching the designated area until it is weighed and released by DIRTcar Official.
- I.) Except for extenuating circumstances drivers must remain seated in their typical racing position in the vehicle during the scaling process unless released by DIRTcar Officials. If a driver leaves the car without prior consent it could result in a disqualification from the event in which the car is competing.
- J.) Unless instructed otherwise the top three (3) finishers from the "A-Main" is required to report to the scale area to be weighed. Failure to report and/or drive directly to the scale area will result in disqualification from the event. Any extenuating circumstances will be considered

### 15.7 Body

- A.) Only standard type Sprint Car bodies, tails and hoods permitted.
- B.) Carbon Fiber material or its derivatives is not allowed for any body panel.
- C.) Side foils, rudders and/or panels that extend beyond the rear of the cage support bars will not be permitted.
- D.) Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube or similar position on a coil-over car. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle.
- E.) Sunshields that restrict the driver's vision at the discretion of the DIRTcar Racing Pro-Sprint Car Series Officials will not be permitted.
- F.) Wedges and/or foils underneath the racecar will not be permitted.



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- G.) Pieces that are added to the basic frame to resemble imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the motor and the brake system will not be permitted.
- H.) Mirrors of any kind, whether attached to the racecar and/or the driver will not be permitted.
- I.) All cars must have a minimum of an 18 inch tall number on the outside of both top wing panels and a minimum 18 inch tall number on the top wing center foil. Any letter utilized as part of the car number must be a minimum of 12 inches tall. If there are cars at any event that carry duplicate car numbers then one of the two cars will be required to add a letter to the number for scoring purposes.
- J.) All cars will be required to run a full Pro-Sprint-type appearing hood with a maximum outside hood width of 30 inches. The hood must extend to the front of the torsion tubes and/or similar location on coil-over cars. The hood may be a multiple piece design, but visually, it must appear to be one continuous piece in side-to-side and front-to-back manner.
- K.) The driver's right side opening must be a minimum of 10 inches vertical at any point and a minimum of 21 inches horizontal at any point. See 16.4.j.
- L.) Safety bar(s) and/or arm guard paneling that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guard(s) and/or paneling will be permitted to extend a maximum of 7"-inches as measured from the outside edge of the middle frame rails and must remain above the middle frame rail. The sole purpose of this area is creating elbow room for the driver. The elbow room must remain above the upper "middle" frame rail and may not extend rearward of the leading edge of the rear axle. Reference 15.7 P for additional information concerning body panels.
- M.) Rear radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3 ½ inches from the outside edge of the bottom frame rails.
- N.) A maximum 1 ½ inch wide by 20 inch long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees.
- O.) Other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.
- P.) Side body panel designs and/or concave surfaces that, in the sole discretion of the DIRTcar Officials, are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted.
- Q.) Any new body designs including, but not limited to side body panels, hood design, nose pieces and/or any other part of the exterior body must be approved by the DIRTcar Officials prior to being introduced into competition.

### 15.8 Wings

#### 15.8.1 Top Wing Center Foil

- A.) Center Foil maximum size of 25 square feet with a maximum length of 5 foot (60 inches) and a maximum width of 5 foot (60 inches). Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center foil top is to be flat from front to back and side to side. The center foil top must start being flat within 6" from the center foil's front leading edge.
- B.) A 20 square foot wing; 4' x 5' is permitted with a 50 pound weight reduction.
- C.) Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted anywhere on the wing.
- D.) Adjustments of the wing placement by the driver from inside the cockpit is not permitted.
- E.) During competition, the wing must remain in one position. Adjustments and movement is not permitted..
- F.) The maximum center foil thickness is 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. Split or bi-wings will not be permitted. Only wings fabricated of metal alloys will be permitted. Fiberglass, carbon fiber and/or other similar material(s) will not be permitted in the basic framework of the wings. The top wing must not extend beyond outside of rear tires.
- G.) Foils or rudders will not be permitted anywhere on the top wing.

#### 15.8.2 Front Wing Center Foil

- A.) The center foil will have a maximum size of 6 square feet with a maximum width of 36 inches and a maximum length of 24 inches. The Center Foil must be square or rectangular in shape with all four corners set at 90-degree angles.
- B.) Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted, anywhere on the wing.
- C.) The maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- D.) The Center Foil front edge must remain at least 1 inch behind front edge of the front bumper. The Center Foil top surface from side to side must remain flat.
- E.) The Center Foil must be one piece. Split or bi-wings will not be permitted.
- F.) Only wings fabricated of metal alloys will be permitted. Fiberglass, carbon fiber or other similar material(s) will not be permitted in the basic framework of the wings.
- G.) The Front Wing must not extend beyond the outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary and/or in motion.
- H.) Moving parts will not be permitted on or in the foil structure. Rudders or fins will not be permitted.
- I.) The 5" section located at the rear of the front foil must not have a belly/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 Y2 inches from the rear of the foil may not be deeper than 3/8-inch with no tolerance. 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).
- J.) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, not 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. Front foil thickness cannot exceed 3.6 inches.

#### 15.8.3 Side Board Panels

- A.) All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1-inch in width will be permitted. Adjustable bracing will not be permitted.
- B.) Aero elliptical brace material will not be permitted.
- C.) Brace or support shall not resemble a wicker bill or a split wing Side boards must be mounted square to the center foil and parallel to each other. Any kick-out will not be permitted

#### FRONT

- D.) The Front side boards will have a maximum 12 inches tall and 26 inches long with an overhang not exceeding 1-inch from the center foil front edge to the side board front edge.
- E.) Side boards may have a maximum ½"-inch front, back, top and bottom turnout(s) (flange).

#### TOP

- F.) The Top wing side board's maximum size will be 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90° angle with no variance. This portion of the side panel's leading edge may not be behind the center foils leading edge.



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- G.) Panels must be of one-piece construction.
- H.) Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90° angle to the flat portion of the side panel.

*In the event that there are new wing/foil components and/or a new wing/foil configuration they must be submitted per the DIRTcar Racing Pro-Sprint Car Series rule book prior to being introduced into competition for approval.*

### 15.9 Wheels

- A.) The maximum width for the right rear wheel will be 18 inches. The maximum width for the left rear wheel will be 15 inches. The maximum width for the front wheels will be 8 inches
- B.) The maximum wheel diameter will be 15 inches.
- C.) Plastic and/or carbon fiber wheels will not be permitted.

### 15.10 Tires

- A.) **Only the following designated Hoosier Racing Tires** will be permitted for competition on all four (4) positions of the racecar at all DIRTcar Racing Pro-Sprint Car events
- B.) The Hoosier designated tire(s) will be available in the following compounds:
  - Front:** 85/8.0-15, D-15, D-12, D-20
  - Left Rears:** 90.0/14.0-15, 92.0/14.0-15, 94.0/14.0-15 **PRO-Sprint** plated
  - Right Rears:** 103/14.0-15 **PRO-Sprint** plated (Approx. circ. 102"-103")

Grooving is allowed in factory grooves only. Siping is allowed on Right Rear only.
- C.) The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by DIRTcar Officials may be issued. The rear drive tires may be protested by another competitor following the protest rules as stated in section 11.2 of the DIRTcar General Rules.
- D.) Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the competitor upon inspection of the tires.
- E.) The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed will be considered as part of the penalty period.
- F.) Reference DIRTcar General Rules Section 5.3.D. for Competitive Analysis, Section 11.1.I for Penalties and/or Section 11.2.I for Protest(s).
- G.) Rear tire dimensions must comply with the DIRTcar Racing Pro-Sprint Car blue prints. Both rear tires must freely fit the DIRTcar Racing gauges during pre and/or post-race inspection. (See drawing 16.1-1.6 – Left Rear and Right Rear)
- H.) A DIRTcar Official must be present when a damaged tire is replaced and/or a new tire is fitted at any time.
- I.) The front tires and/or wheels may be changed at any time between races.
- J.) Defacing or altering, in any way, the tire manufacturers' brand name, logo and other tire compound/size information is not allowed.

### 15.11 Personal Safety Equipment – see section 3.0 of the DIRTcar General Rules

#### 15.11.1 – Other

- A.) Racing components in aluminum and magnesium should be checked for stress and replaced on a regular basis, based on the manufacturer's recommendations of the life usage of the part. These parts are, but not limited to; wheel centers, live rear axles, hubs and top wings.
- B.) Computer operated and/or controlled parts, such as fuel systems, chassis adjusting systems, etc., will not be permitted at any time during any event. **The use of any electronic remote and/or wireless equipment capable of adjusting any equipment and/or function on the race car while during any type of racing competition are not permitted. Track officials may swap out or confiscate rev limiter box for checking at their discretion.**
- C.) The use of electronic logic processors (this includes any traction control devices) to control any function of the racecar and/or any system for continuous gathering of data from any function of the race car for which the intended use is computer downloading will not be permitted at any time.
- D.) Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio pro, will not be permitted.
- E.) Transponders for scoring shall be located on the right side behind the front torsion bar tubes on the vertical bracket and/or any other area determined by the DIRTcar Officials. The fitted transponder box shall be mounted as close as possible to the ground, but not protrude below the frame rail. See drawing 16.11e. It is the responsibility of the competitor to ensure that the transponder is in quality working condition, fully charged and is securely mounted and is in a suitable position with brackets as outlined above..
- F.) Competitors will be required to receive and use "one-way radio communication" from race officials. Each team will be responsible for their own one way radio and headset. The communication from the DIRTcar Racing Pro-Sprint Car Series Officials and Race Director will aid in the direction of the race, including, but not limited to, safety and resetting the race lineup prior to any restart.

### 15.12 Series Decal and Patches

- A.) The DIRTcar Racing Pro-Sprint Car Series decal, the Chevy Performance decal and designated sponsor decals must be displayed prominently on the top wing. The bottom 8-inches of the outer (left and right) sides of the top wing sideboards must be reserved for these decals, including the series logo.
- B.) For participation with the DIRTcar Racing Pro-Sprint Car Series contingency and other sponsors, their decals must appear anywhere within the lower eight (8) inches on the outside of both top wing panels. The sponsor spaces may be used as required either on a race-by-race and/or permanent basis.
- C.) The DIRTcar Racing Pro-Sprint Car Series Officials may refuse to allow a participant to compete in an event if it is determined at their discretion that any advertising and/or sponsorship or similar agreement is detrimental to the sport, the DIRTcar Racing Pro-Sprint Cars Series, the event promoter, for any reason, including the image of the sport.