

2023 Nevada Sprint Car Rule Package

This is an open motor class that also welcomes engines such as the 602 crate.

Mandatory are things such as:

- ~ Holley 4412 carburetor 500 cfm checked with a go-no-go gauge, (no fuel injections or 4 bbl)
- ~ We are relying very heavily on a single 500 cfm carburetor to be the restrictor plate for the class, and it will be teched.

~ A weight rule of 1600 lbs

Engines:

- ~ only standard exhaust ports (NO SPREAD PORT HEADS)
No raised runner heads, cylinder head valve angles shall be
 - 23 degree (chevy)
 - 20 degree (ford)
 - 23 degree (chrysler)

360 ci +2% (367.6) maximum, cast iron blocks only, aftermarket blocks such as the bowtie block or dart little M are okay as well,

- ~ No titanium or aluminum rods allowed,
- ~ Harmonic balancer must be SFI approved
- ~ If running a starting system be sure the flexplate is also SFI approved
- ~ Dry sump oiling systems are allowed
- ~ No traction control devices allowed
- ~ Rev limiters are optional but not required
- ~ Roller cams and flat tappet cams are both acceptable
- ~ Aluminum heads are okay (factory style replacement)
- ~ Roller rockers, stud girdles and shaft mount rockers, OK
- ~ Ignition systems open to magneto, pro billet, hei, etc
- ~ Holley xp ok
- ~ No tunnel rams or multiple carburetor intakes
- ~ 3 total return springs between the throttle and pedal.
- ~ Carburetor can be mounted in any orientation
- ~ Mufflers highly recommended, not required
- ~ 4bbl intake to 2bbl adapters allowed

Carburetors/ fuel system

- ~ External jets are allowed
- ~ Carburetor Choke tower may be milled
- ~ Cam drive fuel pumps are allowed, NO electric fuel pumps
- ~ Carburetor can be mounted straight or sideways
- ~ A securely mounted fuel cell (sprint car or midget type) is required
- ~ Fuel lines and fuel filters must be securely mounted to the chassis
- ~ Must have a fuel shut off valve
- ~ Alky fuel additive is mandatory
- ~ Demon 500 cfm carburetor also allowed

Suspension / Steering

- ~ Any conventional 4 - torsion bar car is acceptable, no 4 corner coil overs, coils up front is ok.
- ~ Torsion stop retainers are Highly recommended, not required
- ~ No independent suspensions, solid axles only
- ~ Adjustable shocks ok, NO Cockpit adjustments
- ~ 1 shock per wheel allowed
- ~ Drag link tether mandatory
- ~ Steel heims on steering drag link and torsion arms
- ~ Steel drag link mandatory

Drivetrain

- ~ All drive trains must have a rear end coupler system to disengage the rear end
- ~ Torque arm drive lines are not allowed, all drive lines must be enclosed in a torque tube and contain no more than 1 U joint, and that must be at the front of the driveline
- ~ A torque tube safety strap or loop is required
- ~ Any sprint car Quick change with a maximum 2" axle offset is allowed

Brakes

- ~ Minimum left front and left rear brake system required, brakes must be in proper working order at all times
- ~ No brake shut off valves allowed

Tires

- ~ No tire restrictions
- ~ No weather checked tires, tires must be safe

Chassis

- ~ Minimum weight after main event must be 1600 lbs
- ~ Open to any conventional sprint car chassis
- ~ Wheel base minimum 82" and maximum 92"
- ~ Main cage structure must be no less than 1 3/8" OD with .095 minimum wall thickness
- ~ Cage must extend more than 2" above drivers helmet
- ~ Sprint car type bumpers and nerfs and mandatory and must be securely mounted to the chassis.
- ~ Bumpers and nerf bars must be constructed of steel tubing, with a minimum of 1"x .060
- ~ No solid bars and no lead bumpers allowed
- ~ Raised rail chassis are acceptable

Body

- ~ Sprint car body's only. Body may be fiberglass, metal or carbon fiber
- ~ Side panels mandatory
- ~ Rock screens are mandatory
- ~ A floor pan is required and must extend in front of the firewall to the front of the drivers seat

Wings

- ~ Top wing must be no bigger than 25 square feet and no more than 60" wide
- ~ no more than a 1" wicker bill on top wing
- ~ Top wing is mandatory under all racing conditions
- ~ Must be securely mounted
- ~ Front wing must be a maximum of 6 sq ft. 2x3'
- ~ Wing sliders are optional both manual or hydraulic
- ~ Both dished and flat wings are ok to use.

Driver compartment

- ~ Aluminum or steel seats are mandatory, the seat should provide lateral support on both right and left sides
- ~ High Back seats are mandatory, along with a high impact headrest and should have at minimum 1" of shock absorbing material behind the drivers head
- ~ Seats should be mounted in 4 places to the chassis with minimum 3/8" steel or titanium nuts and bolts.
- ~ 5 point harnesses are required, with 3 inch waist and shoulder straps, and a 2" "submarine" belt
- ~ Belts must be no more than 3 years old.

Roll cage padding

~ Is highly recommended on the tubes and bars around the drivers head (sfi approved)

Steering wheel

- ~ Steering wheel must be quick release type
- ~ Steering drag link tether is mandatory

Driver uniforms

- ~ Drivers uniform, Gloves and shoes are mandatory, a 3 layer uniform is recommended.
- ~ Nomex undergarments and sox are also recommended
- ~ Head sox and helmet skirts are also highly recommended
- ~ Arm restraints and neck brace are mandatory, Donuts are ok but a HANS type is Recommended

Helmets

- ~ A full face helmet SA2015 or newer helmet is required
- ~ No motorcycle helmets/ Goggles

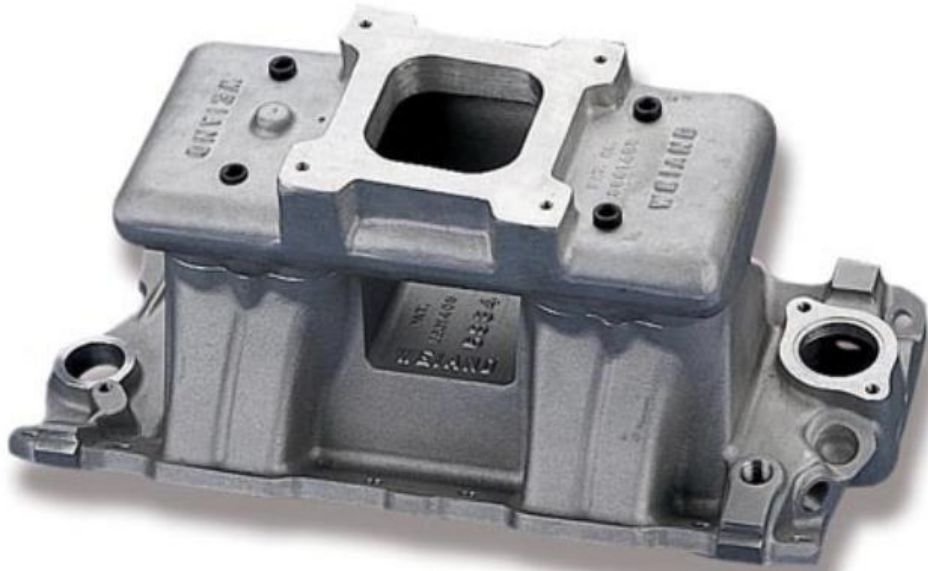
General rules

- ~ Batteries are not mandatory, however if you are using a battery it must be an AGM Battery
- ~ Batteries must be securely mounted to the chassis and must have a master switch that turns Off all power and must be reachable to safety personnel
- ~ Torsion bar stop safety fasteners (or all thread) are not mandatory but highly recommended
- ~ The minimum age for a driver shall be 15 years of age. (parental consent or waiver required)
- ~ Mufflers are not required at tracks as of now, but that can change. however they are recommended
- ~ If weight needs to be added to the car, it needs to be securely mounted to the chassis under Driver's seat.

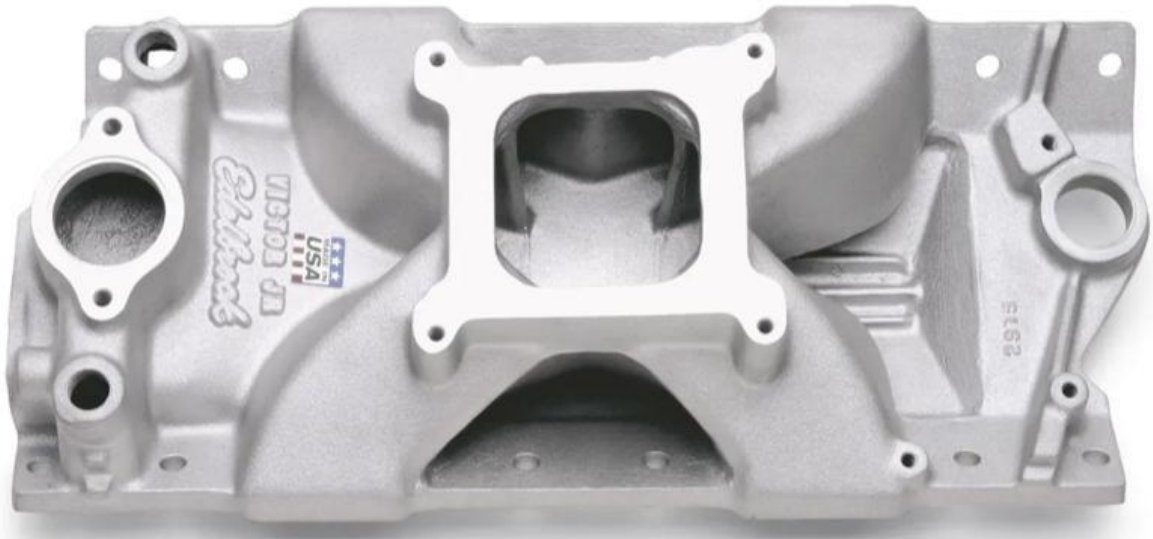
Example: Chevrolet cylinder heads must be a "Oem style" replacement, they should be able to replace a cylinder head found on a car such as a '70 camaro with factory exhaust manifolds.



No



Yes



Yes

