

2012 358 Sprint Rules

Areas highlighted in red are changes for 2012

CHASSIS:

A sprint car is defined as a racing vehicle of single seat design, built upon a racing chassis and mounted on four racing wheels. No rear engine cars or aluminum frames allowed. No box tubing frame rails. Driver's compartment shall be separate from the engine by a firewall of suitable material.

Allowable wheelbase of 85-90 inches.

Steel front axles only. Rear axles may be aluminum.

Must have front and rear brakes in working order.

Maximum wheel diameter 15 inches. Left rear tire maximum section width (sidewall to sidewall) is 19-1/2 inches. Maximum right rear wheel width is 18 inches. Wheel width is measured where the tire seats against the wheel. For Wheels with bead locks, the measurement is taken with the bead lock installed. No plastic wheels. Wheel covers must be securely fastened.

Rear inboard mounted brake rotors **MUST** be steel and react positively to magnet testing. All other brake rotors may be either steel or aluminum. Titanium or carbon fiber brake rotors are not allowed.

Other than top wings, NO cockpit adjustments are permitted. Non-permitted cockpit adjustments include, but are not limited to, adjustable shocks and weight jackers.

Nerf bars, which offer adequate protection in the event of contact with another car, are mandatory. Nerf bars and bumpers must be made of steel and be at least one-inch in diameter. Nerf bars must be bolted or roll pinned to the vehicle. No pop rivets may be used to fasten nerf bars, bumpers or wings. Nerf bars may not extend past the outside of tires.

Hoods are mandatory during racing.

Total weight of car and driver may not be less than 1,500 pounds. Weigh-in to be after any event or qualifying. Weight to be measured as car comes off the track in the condition that it took the checkered flag. Any added weight must be securely fastened. Weight measured by Selinsgrove Speedway scales. Any car in the top 5 of any event, or any other car directed by speedway officials, that does not go directly to the scales first before the car stops with the crew and/or at the trailer will be disqualified and scored last for that event. Any car required to be weighed at the completion of any event that does

not meet the minimum weight requirements will be disqualified and scored behind all other cars that were on the track at the end of the event. The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

All cars must use either a driveline strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positively to magnet testing. The rear cross member used for mounting the steel driveline hoop must be constructed of .083 steel.

Drag links must utilize 4130 steel of at least 1" in diameter and a minimum wall thickness of .058. Tie rods and heim ends must be made of steel only. A magnet must stick at all times. No swedging of the tubing will be allowed.

Drag link must be tethered to the frame with nylon webbing of at least 1 inch wide.

No drilling of any bolts, fasteners or heim ends. No hollow fasteners allowed.

ENGINE:

Any cast iron block. V-8 engine only.

358 cubic inch maximum displacement.

Maximum stroke 3.5 inches.

Flat top pistons only - no domes or dishes. Zero deck height.

Maximum compression ratio of 10.8:1 as measured by whistler gauge.

Cast iron heads of stock configuration mandatory.

All Chevrolet OEM heads and Chevrolet aftermarket heads must have a 23 degree valve guide angle plus or minus 1 degree.

All Ford OEM 302 Boss heads and Ford aftermarket Type "N" heads must have a 10 degree valve guide angle, plus or minus 1 degree. All other Ford heads must have a 20 degree valve guide angle, plus or minus 1 degree.

Other manufacturers contact speedway management for valve guide angle.

Port and polish of heads permitted.

No raised intake runners or spread port exhaust.

No modification to push rod area on intake port.

Steel rods only

No modification permitted to heads that would enable the use of down nozzles or multiple spark plugs per cylinder.

Must be naturally aspirated. Fuel injection or carburetor allowed. Timed and/or electronic fuel injection units are prohibited.

No titanium crankshafts. There must be a 3/4 inch inspection hole in the left side of the oil pan opposite the number one rod journal or the oil pan will be removed for inspection purposes.

NO Rotating titanium (valves are not considered a rotating part)

FRONT WINGS:

Maximum size to be 6 square feet total with a maximum width of 36 inches.

Side Panel maximum size is 12 inches x 26 inches with a 1/2 inch maximum turnout at 90 degrees from panel, and must be mounted 90 degrees to foil.

A 1-inch wicker bill permitted.

Center foil must be square or rectangle in shape with all four corners of foil 90 degrees.

TOP WINGS:

Maximum size of 16 square feet and must be one piece. The deepest point allowed on the top surface of the wing will be 2-1/2 inches measured from the front edge to the back edge of the foil. Center foil must be square or rectangle in shape with all four corners of the foil at 90 degrees. Center foil may have 1 inch maximum wicker bill added to back top edge of foil.

Sideboards must be one piece maximum size of 66 inches long and 30 inches wide with 1 inch x 1 inch turn out on front (leading) top and bottom. Rear edge of panel may have a maximum turn out of 1 inch x 2 inch to the front of the panel. Turn out must be 90 degrees from flat portion of the side panel. Side board top 2/3 of panel must have 2 corners each 90 degrees no variance. Front edge of side panel cannot be behind the lead edge of foil. Sideboards must be mounted 90 degrees to center foil and parallel to each other.

No split wings or bi-wings.

Side wings, rear wings or rudders are not allowed.

Cockpit adjustable top wings are permitted.

No car will be allowed to compete without a top wing.

Wings cannot be replaced on track during a red flag or in work area. Car must go to the pit area to replace either wing.

Wings must be fabricated of metal alloy only. No Fiberglass, plastic, or carbon fiber.(Except for 6 inch maximum cover on leading edge of foil).

No part of a wing can mounted past outside edge of the tire.

FUEL & TANK:

Approved fuel bladder required. No carbon fiber fuel tanks.

Methanol only according to Federal Standard of Purity, Grade A or AA.

No additives of any kind including top lube will be allowed in the fuel.

WATER TEST AND/OR CHEMICAL TEST WILL BE USED TO CHECK FUEL. Testing by Selinsgrove Speedway Equipment.

BODY:

NO Carbon Fiber body panels.

Body should give the appearance of completely covering the car's frame and should be fully painted.

The hood or cowling need not enclose the sides of the engine.

One piece tail and fuel tanks permitted, must be streamlined.

No side foils, rudders or panels are to extend beyond roll cage on any side.

No body pieces to extend beyond or underneath front torsion tube except hood.

Hoods are mandatory. The rib may not extend higher than 2-1/4 inches.

Tires:

Hoosier Racing Tire On All 4 Corners

FRONT:

85.0/8.0-15 SCL D10, D12, D15 or D20 (or any Hoosier compound).

LEFT REAR:

90.0/15-15 LCB D10, D12

92.0/15-15 LCB D10, RD12, D12, RD15, D15, D20

94.0/15-15 LCB D10, RD12, D12, RD15, D15, D20

96.0/15-15 LCB RD12, D12, RD15, D15, D20

(All current Hoosier compounds)

(The 92/16.0-15 and 94/16.0-15 do NOT meet Selinsgrove Speedway specifications)

RIGHT REAR:

105.0/18-15, SC12, SC15, SCRD15, SC25 & SC45 HOOSIER COMPOUNDS

MISCELLANEOUS:

No Titanium drive shafts or wheel bolts.

No mirrors of any kind may be used.

The use of electronic logic processors including 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 racecar for which the intended use is computer downloading is strictly prohibited. Penalty is loss of driver/owner points for the season and loss of all earnings from the event that the infraction occurred.

RADIOS/TRANSPONDERS:

No radios (one way or two way) or other means of electronic communications between the driver and anyone other than track officials is permitted.

All drivers are required to use a receiver capable of receiving frequency 454.000 for one way communications from track officials.

358 Sprint Cars are required to use transponders. Rental units are available from the speedway.

SAFETY EQUIPMENT:

High back seats are mandatory. Seat must be mounted to frame with a minimum of three (3) bolts.

Full face helmet and visor, SA2000 Standard Snell approved or newer is mandatory. SA2005 Standard Snell approved or newer is suggested.

Driving Uniforms are mandatory. It is suggested they be flame retardant and a minimum of two layers.

Racing Shoes are mandatory. It is suggested they be flame retardant racing shoes.

Gloves are mandatory. It is suggested they be flame retardant racing gloves.

Front windshield protection is mandatory. It is suggested to be a minimum .090 screening.

Arm restraints are mandatory.

Kill switch within reach of driver is mandatory.

Fuel shut-off valve within reach of driver is mandatory.

10" minimum vertical opening on right side of cockpit is mandatory.

Minimum 3 inch wide seat belts, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat are mandatory and minimum 3 inch wide shoulder harness, double over shoulder, military shoulder straps with anti-sub crotch belts, harness to go over a horizontal tube located no less than 3 inches below the top of the driver's shoulders are mandatory. It is suggested all these belts be less than 2 years old.

Other Suggested Safety Equipment:

Knee pads or padding around steering.

Flame retardant underwear.

Flame retardant head sock.

Flame retardant foot socks.

Neck collars.

Headrest padding.

Right/Left side head net or support with quick release capabilities.

Head and Neck Restraint System (HANS, Hutchens, D-Cell or other brand)

Securely mounted fire extinguisher within reach of driver.