

Sierra Nevada Sprint Car Series Rule Package

This is an open motor class that also welcomes engines such as the 602/604 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)

There is much debate and misunderstanding with cylinder heads, so here's an example:

A pair of cylinder heads similar to the Brodix ik200 retails for around 1200.00 a set and is a head that can replace a factory cylinder head on a 1969 camaro, Items such as cast iron exhaust manifolds and accessories will be compatible and we would consider that a "OEM style" replacement.

A cylinder head like the Brodix -18x series retails for around 3300.00 a set they would NOT be a direct replacement cylinder head for a 1969 camaro and will not work with factory exhaust manifolds and accessories.

We understand the market is FLOODED with different types of cylinder heads and there is Always "grey areas" but we are trying to keep cylinder head options as open and affordable as Possible While still having guidelines to follow.

Factory Valve angles are:

23 degree (chevy)
20 degree (ford)
18 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 either a 2 or 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

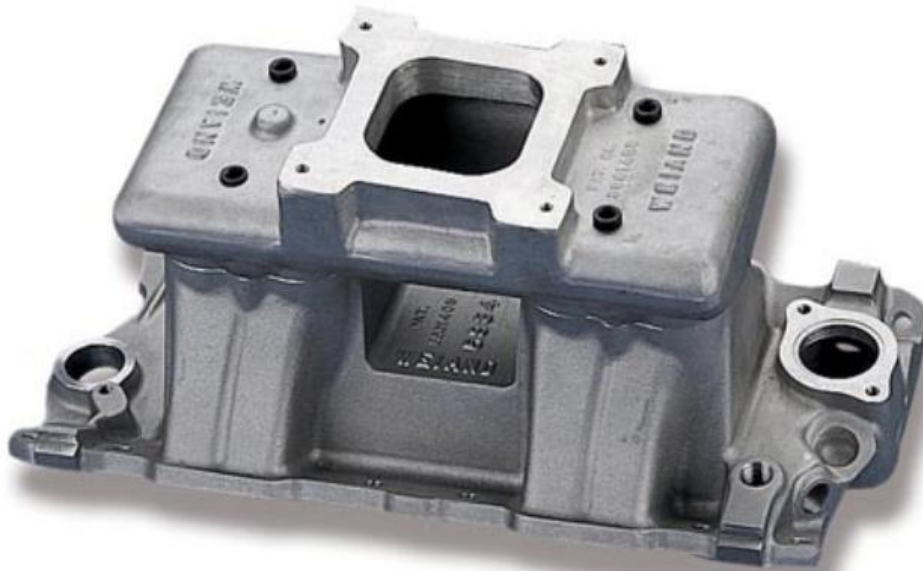
~ Torsion bar stop safety fasteners (or all thread) are not mandatory but highly recommended

~ 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.

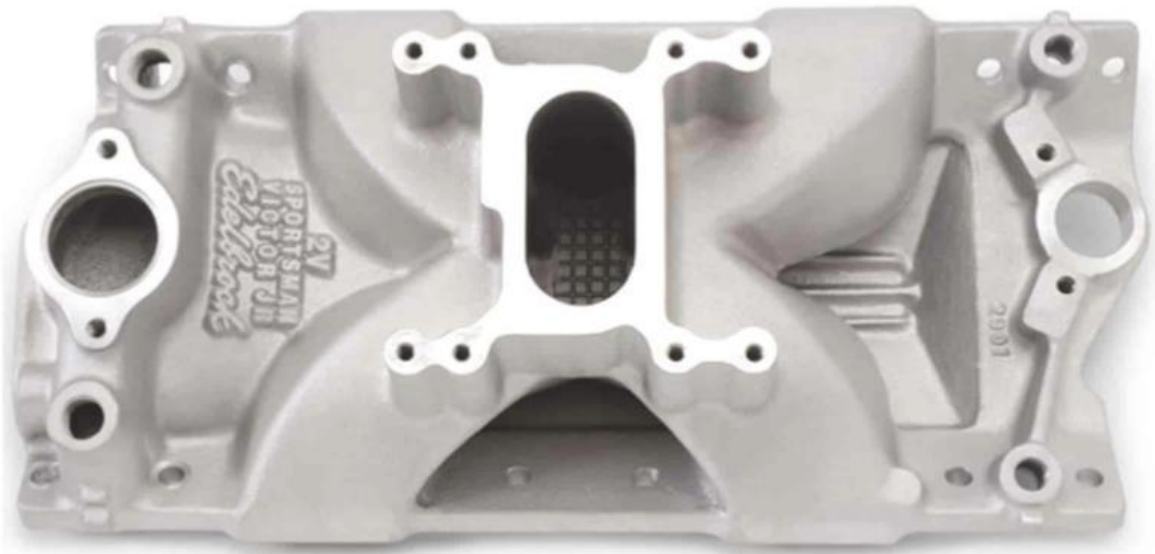
No



Yes



Yes



LM Engine package

This is a new engine package we have formed as a group to allow drivers to use the Gen 3/4 Lm based 5.3 engine. This is a factory rotating assembly and factory Cathedral port Head engine. We developed this so people can have the option to yet again scour Wrecking yards for race engines parts. Here are the guidelines:

Blocks must be cast iron and casted with the 4.8 / 5.3 numbers (no 6.0 blocks)

Blocks can be bored .060 for a max of 335ci

If overboring you must use a "Sealed power" factory replacement piston
(no dome or aftermarket pistons)

Must use a Holley 4412 verified with go-no-go gauge

Open cam rule

Open to any carbureted intake that can adapt a single holley 4412

Factory casting CATHEDRAL port heads, porting is ok
No aftermarket or rectangle port heads

All bottom end parts must be OER (no aftermarket parts)
(ARP Rod bolts ok)

Stock rocker arms must be used (trunion upgrade ok)

Must use the MSD 6014 ignition box

Alternators and batteries are ok to use since it is difficult to run a magneto

Also reference summit racing part number SUM-150153 if you'd like to
Price out a fresh "long block"

1600 lb minimum weight Driver + Car