



2024 Sprint Car Rules

Douglas County Dirtrack Officials have final say in all decisions.

In keeping with the Douglas County Dirtrack commitment to maintaining proper balance in the competition arena, it may be necessary for the Douglas County Dirtrack to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance safety and/or close competition. In the best interest of the sport Douglas County Dirtrack's has a goal of starting full field of equally match teams in each race while ensuring the highest level of safety.

1) Safety Rules

a) Mandatory Safety Equipment

- i) Snell SA2010 minimum helmet
- ii) SFI Fire suit at least 2 layers thick
- iii) Fire resistant gloves
- iv) Fire retardant racing shoes
- v) Arm restraints or full containment seat
- vi) Right side head net OR Full Containment Seat
- vii) Driveline hoop or restraint (no open driveline). Must utilize a .065 steel hoop welded or bolted to the chassis. Rear cross member must be constructed to .083 High back (stock car style) seat
- viii) Padded knee guard
- ix) All cars to be equipped with fuel bladders
- x) SRI certified 5-point seat belts installed in accordance to manufacturers suggested installation, must be no more than 2 years old, no fraying.
- xi) Must use bead lock on right rear at all times
- xii) Drag link must be tethered to the frame, no aluminum drag links
- xiii) Helmet & Neck Restraint

b) Suggested Safety Equipment

- i) Rock screens with a minimum .090 thickness
- ii) Head rest with padding
- iii) SFI flame retardant underwear, head sock, and foot socks
- iv) Left window net
- v) Steel tie rod and drag link with steel heims
- vi) Driver's seat fuel/fume deflector
 - (1) Drag Link be attached to the frame with chrome molly ends and steel heims, hardened washer or flanged head bolts highly recommended
- vii) 2014 Driveline restrain
- viii) Fire Suppression System
- ix) 2019 World of Outlaw Mandated Safety Bars
- x) Drag link and axle tethers



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2) Weight Rules

- a) All cars with ASCS specifications cannot weigh less than 1475 pounds with driver at post-race inspection. All other cars must weigh a minimum of 1525 pounds with driver at post-race inspection. Weight added for ballast must be mounted between the frame rails and the axles and must be bolted with at least (2) 1/2" bolts, painted white with car number on it. Random weigh ins will be at the discretion of the tech official and/or race director. If at any time you are told to scale you must do so immediately following the race, going to your pit stall first will result in disqualification. Scales will be available for pre-race weighing. If you fail to make the minimum weight requirement after being rolled across the scales twice you will be scored last for that event.

3) Chassis Rules

- a) Sprint type chassis allowed. All roll cages must be made of 1-1/2x.095 wall 4130 chromemoly tubing, securely welded. Maximum width of cage at the top is 27" I.D. The following measurements are minimums. Only areas indicated will be subject to technical inspections. Suggested material 4130 normalized.
 - i) Top rails: 1-1/2x.095
 - ii) Bottom rails: 1-3/8x.095 or 1-1/2x.083
 - iii) Roll cage uprights: 1-3/8x.083
 - iv) Roll cage top cross members: 1-1/2x.095
 - v) Upper rails: 1-3/8x.083
 - vi) Rear end safety bar: 1x.038
 - vii) Brace: 1-14x.065
 - viii) Steel torque tube safety bar: 1x.065
- b) Roll bar cage must be 2" higher than the drivers head and be padded subject to the race director's approval.
- c) Hoods are required. Maximum of a 1" lip on turn outs and body panels.
- d) Tech approved belly pans or floorboards. Throttle pedal must have toe strap and return springs on linkage and at injectors or carburetor.
- e) All cars will have a sprint style fuel tank with bladder securely mounted (not by bladder cover plates) and must be able to contain 24 gallons of fuel. No plastic fuel lines or fittings. Tank must be vented in a manner that it will not leak if upset. No alteration or modification to fuel cell. Must be one piece construction of cross link polyethylene plastic. No carbon fiber fuel tanks.
- f) Suspension optional, no cockpit adjustable and have one working shock per wheel. Steering system types are optional and need to be approved by race director.
- g) Wheel base minimum of 83" with a maximum of 90". Tread minimum of 48" wide, center to center.



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- h) Wheel and tread width optional; single tire and wheel only.
- i) All cars must have a number in a contrasting color. Top wing number mandatory and must be at least 16" high.
- j) 9)Foot operated, hydraulic brakes required. Front wheel brakes optional. Steel, aluminum, or titanium rotors only.
- k) Wheel must be approved for racing.
- l) Front, rear, and side nerf bars, made of a minimum of 1x.065 stainless or 4130 normalized material, required at the beginning of the race program. Cars must have rear nerfs securely attached to finish a race. Front and side nerfs lost due to damage during the racing event is acceptable. All nerfs and bumpers will be attached with a minimum of 3/16" steel alloy fasteners. No pop rivets. Subject to race director's approval.
- m) Lettered Mandatory, on/off toggle or push/pull switches
- n) No mirrors
- o) Receiver radio 1 way communication only
- p) Body panels must have a side opening of 12" minimum at any point and 21" minimum front to rear at any point. Max of 1" lip on turn outs and body panels

4) Engine Rules

- a) 360 cubic inch (maximum) standard steel or aluminum blocks only. Steel or aluminum heads permitted. Valve angle will be 23 degrees + 2 degrees, Ford and Chrysler are the exception.
- b) Injection nozzles in heads not permitted. Maximum of 8 injection nozzles in manifolds only. Internal parts open. Dry sump systems permitted. Carburetor or fuel injection allowed.
- c) No blowers, superchargers, or nitromethane fuels allowed. Fuel may be checked and must coincide with fuel at the track.
- d) The valve angle and injection size will be checked at the time the engine is pumped.
- e) Individual port per cylinder injection shall be restricted to not exceed 2 3/16 ID. If downsize
- f) stacks or a restrictor are used there must be at least 3 inches of restriction to 2 3/16 ID.
- g) ASCS Head Rules: Spec heads part #27-211(Chevrolet), #27-223 (Ford), and #27-222
 - (1) (Mopar). ASCS stamp may not be altered in any way. Intake opening no larger than original opening except: Intake port floors and sides may be ground or polished 3/4 of an inch or no further into the port than the closest edge of the closest letter of the ASCS logo. During this polishing, the left side of the letter "A" is sometimes inadvertently brushed with the polish wheel, this is permissible as long as the letter is still intact. During polishing of inlet port, polish marks may go slightly further than the 3/4" mark. Intake port at no time may exceed 215 cubic centimeters. Intake port polishing will be allowed no more than 1-1/2 inches below the bottom



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of the original seat ring on the back side of the bowl area and no more than one inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

(2) Polishing will be allowed in exhaust ports, as long as the original ASCS logo is not affected or port shape is not altered substantially. Absolutely no intake or exhaust port relocation, raising, enlargement, or reshaping of any type. Valve angle and placement may not be altered in any way.

(3) ASCS checking fixtures to check the above specifications and dimensions will be utilized. Any

(4) internally-repaired ASCS spec head must be re-certified by Brodix.

- h) No titanium crankshafts or rods will be allowed. There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1" pip plug. If a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull oil pan for inspection.
- i) The race director has the right to pump any car in the pits at any time during the night. The top three finishers any night may be pumped.
 - i) When checking an engine's legality, pumping will prevail. DCD will maintain all equipment used for inspection. If the pump shows a car illegal, a tear down is an option to prove legality.
 - ii) Owners found to have illegal engines or that refuse to tear down their engines will forfeit all season points up to and including that night. They will also forfeit any money for said night and a \$500.00 fine will be imposed. Owner shall be suspended from racing until the fine is paid.
- j) Technology: No traction control devices of any kind allowed. No wheel speed sensors. No electronic fuel injection.

5) Wing Rules

a) Top Wing

- i) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
- ii) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a two-inch wickerbill is allowed.
- iii) Other than the slider mechanism, no moving parts allowed on or in foil structure.
- iv) The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than 1/2 inch. There is zero tolerance on this 1/2 inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement



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of the wing occurs; the depth will not exceed the 1/2 inch specification. (This 1/2 inch measurement ensures that the belly/curl arc is gradual.)

- v) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2 1/2 inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
- vi) Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable.
- vii) Wing T-Post will be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75HD. If new T-Post designs are developed they must be submitted for approval. Some approved T-Post designs are in the drawings section.

b) Front Wing:

- i) Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
- ii) Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
- iii) Wicker bills up to 1-inch are allowed on nose wing, flat or dished.
- iv) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- v) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper.
- vi) Center Foil top surface from side to side must remain flat.
- vii) Center Foil must be one piece. No split or bi-wings will be allowed.
- viii) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- ix) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- x) No moving parts allowed on or in foil structure.
- xi) The 5" section located at the rear of the front foil must not have a bell/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 1/2 inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. 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).



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- xii) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no 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. Top foil thickness cannot exceed 3.6 inches.
- xiii) No rudders or fins on Front Wings.

6) Exhaust Rules

- a) Mandatory: Must be less than 95 decibels or below at 100 feet or YOU WILL NOT RACE!! Schoenfeld part number 14272735-78

7) Tire Rules (will be re-evaluated)

- a) Any 16" Hoosier tire is legal
- b) Hoosier tires must be run on all 4 corners. As a policy Douglas County Dirtrack officials will NOT allow a
- c) one week grace period for cars that do not comply to the Hoosier tire rule. Right rear Hoosier must be on car prior to entering track. Please note Tire Rule is subject to change throughout the season due to availability. Please check for current rules before racing.

8) Tech

- a) Tech officials will have the final decision on any rule in question. It is the policy of Douglas County Dirtrack that any car in violation of the above rules will be disqualified and penalized with a loss of points and payout and may be fined at the discretion of the tech official. A one race grace period maybe allowed at the discretion of the tech official. A grace period will not apply to tires and/or weight.