



Joe Hunt Magnetos Wingless Sprint Car Series 2024 Rules

Effective January 16, 2024, and supercedes all previous rules

Interpretation of these rules or amendments to these rules may be made at any time. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.

RULE BOOK DISCLAIMER

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CHASSIS

- A. Open to any sprint car chassis 1984 to present.
- B. Minimum cage structure to be no less than 1-3/8" o.D. with .095 minimum wall thickness. Cage MUST extend 2" above driver's helmet. A halo bar will be required if driver's helmet sits too high.
- C. Motor, body, seat and fuel tank must be mounted to the centerline of the chassis.
- D. Chassis should be provided with a minimum of 6 mounting points to securely mount the seat as specified by seat and chassis manufacturer.
- E. Wheelbase minimum of 82"; wheelbase maximum of 96".
- F. All cars must weigh 1600 pounds with driver and all driver's equipment. You can be weighed at any time during the event.

BODY/GENERAL APPEARANCE/AERODYNAMIC DEVICES

- A. Body/chassis must be well maintained. NO JUNK, PAINT OVER RUSTED HEADERS, ETC. Must have at least one number on both sides of tail tank and on front nose piece. Minimum size of number is 18" tall and 2" wide and contrasting color of car. Number must be legible and LARGE ENOUGH TO BE EASILY READ FROM THE SCORING BOOTH. NO EXCEPTIONS.
- B. Conventional sprint car hoods allowed. Hood must extend to the front torsion tubes or a similar location on coil over cars. While the hood may be a multiple piece design, it must appear to be one continuous piece. Conventional side panels and tail tanks only.
- C. NO AERODYNAMIC DEVICES ALLOWED. NO WINGS, WEDGES, FOILS, MODIFIED BELLY PANS (flat only) OR UNDERSIDE MODIFICATIONS. NO EXCEPTIONS. THE OFFICIAL'S DECISION WILL BE FINAL. No body part may be designed to trap air or otherwise form a windbreak except those to cool or protect the engine or raking system.
- D. No side foils, rudders or panels are to extend beyond rear cage support bars on any side.
- E. No body pieces to extend beyond or underneath front torsion tube with the exception of the hood.
- F. No Gurney lips or turnouts are permitted on any body panels.
- G. Sunshields cannot restrict driver vision.
- H. Right side arm guard may not exceed 36" in height measured from top of bottom frame rail. The driver's right side opening must be a minimum 10" vertical opening at any point and a minimum 21" horizontal opening at any point.
- I. Driver must be able to easily escape the car. Drivers may be asked to demonstrate this capability.
- J. Firewall will be solid metal and fit between the engine and the driver. Access holes may be drilled for wiring and linkage.
- K. Floor pan must extend from the firewall to the front of the driver's seat. Constructed of steel or aluminum.
- L. No mirrors or electronic communication devices of any kind. No sign boards.

- M. A kill switch is required within easy reach of the driver and safety crews. It must be clearly labeled "ON" and OFF".

ROLL CAGE

- A. Roll bars shall be of the full cage type, mild seamed steel 1-1/2" or 1-3/4" x .120 wall minimum. 4130 Chromoly 1-1/2" or 1-3/4" x .095 wall minimum.
- B. All "T" intersections must be gusseted and welded on both sites.
- C. Cage to be above driver's helmet by 2". A halo bar will be required if driver's helmet sits too high.
- D. You may be asked to drill 1/4" hole in roll cage for inspection purposes.
- E. Upper roll cage is to be padded on 3 sides (sides and rear for driver/safety crew safety).
- F. The technical official or race committee must approve all roll cages.

SUSPENSION AND STEERING COMPONENTS

- A. Any conventional torsion bar or coil over suspension is allowed. Combining the two is allowed.
- B. Independent rear suspension is not allowed.
- C. Straight front axle only. Aluminum or titanium front axels are not permitted.
- D. One shock per wheel.
- E. Quick release steering wheel mandatory.
- F. NO COCKPIT ADJUSTABLE SUSPENSION DEVICES. NO EXCEPTIONS.
- G. Drag links must be tethered to the frame with nylon webbing of at least 1" width.

WEIGHT

- A. Minimum weight 1600 pounds on all cars with the driver fully suited in the car.
- B. All added weight should be in block form or formed to frame, PAINTED WHITE, with the car number on it. Bolt on weight is permitted but must be securely installed on the cars basic framework and must be located in the area between the bottom frame rails and axles but mounted no higher than the upper rails. No one piece weighs over 20 pounds.
- C. Weight cannot be added, moved, or replaced during yellow or red flag conditions.
- D. Any car weighing light after the heats or main will be scored and paid for last place.
- E. Except for extenuating circumstances, drivers must remain seated and inside the frame rails until weighing is completed. Violation may result in disqualification from the racing event for which the car is being weighed.

ENGINE

- A. 360 cu. in. + 2% (367.6 MAXIMUM cu. in. with NO EXCEPTIONS).
- B. Cast iron block and heads required.

- C. All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder.
- D. Only normally aspirated motors are permitted. No turbo, superchargers or forced induction of any description will be permitted.
- E. Dry sump oil systems OK.
- F. Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1" pipe 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 in the 2024 season.

RODS

Steel rods only.

PISTONS

Any.

CAMS

Any stock or aftermarket cam and lifters. Camshaft button is allowed. Hydraulic roller cams and lifters are allowed.

GEAR DRIVES

Are allowed.

CYLINDER HEADS

- A. Must be OEM or aftermarket cast iron heads only.
- B. All heads must be stock valve angle for make. (Chevy = 23 degree, Ford = 20 degree, Dodge = 18 degree)
- C. Grinding, porting and polishing of heads is allowed.
- D. No angle milling of heads.
- E. All casting numbers must remain visible.

ROCKER ARMS

- A. Roller rocker arms or roller tip arms are allowed
- B. Stud girdles OK.

CARBURETOR

- A. Must have THREE METAL throttle return springs MANDATORY.
- B. Must have toe strap on throttle pedal.
- C. Bottom of carburetor may be no more than 4" from top of manifold.
- D. Holley #4412 or Demon or 9647 Series 500 cfm. 2bbl carburetor.
- E. 1-11/16" throttle bore; shafts and throttle plates must be stock. External jets OK.
- F. Venturi may be opened .010 over catalog specs = 1.385 max.
- G. Choke tower may be removed.
- H. Track Go-No-Go Gauge will monitor carburetor specifications.

IGNITION

- A. All battery-powered ignitions or magnetos will be allowed.
- B. Cars must have a clearly marked ON/OFF ignition switch within reach of the driver and visible to safety crews.

FUEL PUMP

Electric pumps are NOT allowed.

FUEL

- A. RACING alcohol or gas only. No nitro or nitrous oxide.
- B. NO ADDITIVES including oxygenated additives OF ANY KIND! SUBJECT TO INSPECTION AT ANY TIME.

FUEL SHUT-OFF

- A. Fuel systems must have shut off device within reach of the driver, marked in large bold block letters and painted a "Day Glow-Red" color for easy identification. A Waterman Shut-off system is recommended for additional safety.
- B. All fuel lines and filters will be securely and safely mounted to the satisfaction of the officials or race committee. NO EXCEPTIONS.

FUEL CELL

- A. A securely mounted fuel cell with bladder is required. Midget or sprint type is OK.
- B. Minimum 25 gallon tank. Maximum of 40 gallon tank.
- C. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plate or the nut plates bonded into the fuel bladder.

- D. Mounting fuel tank to chassis: all mounting points must have inner and outer plates attached to the shell or use mounts molded into tank. The plates must be of adequate size to insure the tank being secure to the chassis. All tanks will have four different mounts to the cage.
- E. Tank vent MUST have check valve.
- F. All fuel cell mounts subject to safety inspector's or race committee approval.
- G. Any car leaking or spilling fuel will be BLACK flagged.

RADIATOR

- A. Must be in front of engine.
- B. ANTI-FREEZE IS NOT ALLOWED.
- C. WATER WETTER AND WATER SUGGESTED.

DRIVE LINE

- A. All drive trains must have a drive-line or rear end coupler system (to disengage rear end from engine). Torque arm drive-lines are not allowed. All drive-lines must be enclosed and have no more than one u-joint and that u-joint must be at the front of the drive-line.
- B. Buckley Yokes OK.
- C. All cars must utilize a drive-line strap or a drive-line hoop restraint constructed of .065 inch steel either welded or bolted to the chassis. Metal hoop restraints must react positive to magnet testing. The rear cross member used for mounting the steel drive-line hoop must be constructed of .083 inch steel.
- D. Steel or approved aluminum shield that covers the flywheel is mandatory when bell housing is inside the cockpit.

REAR-END

Any conventional quick change rear-end is allowed with a maximum 2" offset.

BUMPERS

- A. Bumpers and nerf bars must be sprint car type bars and securely bolted to the chassis with minimum 4" bolts. Bumpers and nerf bars will be constructed of no less than 1" o.D. and .060 wall thickness. Side nerf bars may have a triangular or 4 point configuration and may not extend outside rear tires.
- B. The front bumper may not extend more than 8" from the frame or 23-1/2" from center of front axle to front of front bumper.

TIRES

Any Hoosier tire may be used at Joe Hunt Wingless Series events.

WHEELS

- A. Any aluminum, steel six-pin or spline wheels are OK. Any wheel offset is allowed.
- B. Maximum wheel width: front 10", left rear 15", right rear 18".
- C. Bead locks on all wheels are recommended.
- D. Plastic or carbon fiber wheels are not allowed.

BRAKES

- A. Minimum left front and left inboard rear brake system. Front and rear brakes must work at start of event. Rear brakes must work at ALL times. Additional rear brake OK
- B. Steel, cast iron, aluminum or titanium rotors only. Carbon fiber rotors are not allowed.
- C. No copper or plastic brake lines.

EXHAUST/MUFFLERS

- A. Mufflers are mandatory.
- B. Mufflers to be securely fastened.
- C. Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification (BLACK FLAG).
- D. Track DBA requirements must be met 95 DBA @ 100'. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE ENFORCED.

BINDING COMPONENTS

No leather straps, ropes, chains or wire may be used to hold or bind components together.

SEATS

- A. High-back aluminum (stock car style) seats should be securely mounted to the frame as recommended/required by seat manufacturer and chassis manufacturer. Sprint car suitable FIA manufacture approved composite seats are permitted.
- B. Head rest (behind the head) should include padding.
- C. Seat should be mounted in 4 places to the chassis with minimum 5/16" steel bolt and nut.
- D. Mounting hole in seat must have a 2" diameter mounting plate with a minimum .060".
- E. Positively no homemade aluminum, plastic or fiberglass seats allowed.
- F. A right head net or support is highly suggested. Head nets must be equipped with quick release mechanisms.

SAFETY BELT REQUIREMENTS

- A. General – Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.
- B. Seat Belts - Each car should be equipped with a SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually 2 years). Seat belt restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer. (A quick release seat belt and shoulder harness no less than 3" wide and submarine belt (crouch) are mandatory. 2" wide shoulder harness for Hans device OK.)
- C. Seat belt webbing that comes into contact with any sharp or metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- D. It is the responsibility of the driver, not the track, officials or the promoter, to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.
- E. All belts must be mounted to the roll cage separately from the seat with 7/16" grade 5 bolts minimum or 3/8" grade 5 bolts for ratchet belt hold-down.
- F. Belts must come from behind driver. The mounting position is important! Shoulder belt should be mounted approximately 4" below the shoulders. The lap belts mounting should be the same width as the driver.
- G. Harness/belts must be worn at all times when the car is on the track.
- H. 2 year old belts maximum. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety.

SAFETY

- A. Driver should wear a full face helmet with at least a valid SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2000 label at all times on the track or when car is fired.
- B. The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- C. Neck collars or HANS type device required. HANS type devices are highly suggested. If a head and neck restraint system is connected, it should conform to the manufacturer's mounting instructions.
- D. Helmet and face shield must be worn at all times while operating a car on the race track. No goggles permitted.
- E. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

- F. Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3-3 specification and display a valid SFI 3-3 label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, shoes are mandatory.
- G. Nomex-type or equivalent hood socks or skirts mandatory.
- H. Nomex-type or equivalent socks, underwear are highly suggested.
- I. Right side window net suggested. Window nets must be equipped with quick release mechanisms.
- J. Quick release steering wheel mandatory.
- K. Arm restraints are mandatory.
- L. Flame retardant roll bar padding, knee and steering pads or padding highly suggested.
- M. Other SAFETY ITEMS:
 - 1. No sharp or protruding edges in or around the cockpit which would impede the driver's rapid exit from the car.
 - 2. Windshield screens with a minimum of .090" screen must be securely fastened.
 - 3. A marked electrical kill switch in reach of driver.
 - 4. A marked fuel shut off valve in reach of driver.
 - 5. Flame retardant seat padding is suggested.

GENERAL SAFETY REQUIREMENTS

- A. A medical examination of any driver may be required as needed by officials for safety.
- B. All wrecked cars must be inspected by a safety official before re-entering competition. A race car may be inspected by officials at any time.
- C. Any car found to be illegal will be disqualified from competition.
- D. Seat belts will be used at all times.
- E. All moly or hiem ball joints will have flat washers installed.,

FIRE CONTROL

It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gallons FFF or equivalent.

ROLL OVER REGULATIONS

Any car or driver rolling over may be subject to approval to participate in any event that night, unless cleared through the track official. Any official may make comments in regard to the condition of the car and/or driver. ANY CAR, DRIVER OR TEAM NOT MEETING SPEEDWAY SPECIFICATIONS, OR STANDARD RACING SAFETY, PROCEDURES AND EQUIPMENT, IS SUBJECT TO AUTOMATIC DISQUALIFICATION AND/OR PENALTIES.

PROTEST ENGINE/TRANSMISSION/CHASSIS

- A. Participating car owners and drivers ONLY may protest another car's compliance with the rules. Car must be still running competitively at end of feature. The protest must be filed with the track referee or the technical inspector with a \$500 deposit (\$350 protest, \$150 tech time) for a top end inspection which includes all top end items plus the piston rod assembly, timing chain, camshaft. Deposit must be within 10 minutes after being notified. Once the technical inspector receives protest money, protest has begun. Money will not be dispersed until protest inspection of the engine rules and office notified of results. If anything else regarding the engine is being questioned, it must be written down on the original protest; it must state what is to be inspected. **MUST BE REGISTERED PARTICIPANT OF TRACK.**
- B. Tear down location shall be agreed upon before leaving speedway. Both parties must agree and sign protest agreement. Driver/owner being protested may have first choice of where tear down will take place, must be in local area and shop properly equipped. Officials will make final decision. The protest car must leave for tear down area within 30 minutes or be declared illegal.
- C. Tear downs will be made by the driver, one pitman or mechanic, the technical inspector or person chosen by him to be an observer and two alternates. The committee will also safety check cars and assist in rules interpretations.
- D. If declared legal, the deposit goes to the protest owner. If declared illegal, the deposit is returned to the protester, the car and owner/drivers will penalized a two week suspension, car and drivers money and points for the night, and lose all accumulated points in this division. Additional fines may be imposed.
- E. No alcohol before or during the protest inspection!
- F. Do not abuse this rule!

SERIES FORMAT – 3 HEATS

- 1. Qualifying during hot lap sessions.
 - a. Maximum of 3 cars per qualifying group, **4 laps**, best time counts for lineup.
 - b. Track sound rules apply. Loud cars in hot lap session will be penalized in heats and main (behind inversion in heat, no better than 7th in the main, and cannot make the dash).
- 2. Heats lined up by times with a 4 car inversion, with fast time being 4th car in heat 1. Maximum of 12 cars per heat.
- 3. Heat races (**8 laps**) will transfer the top **5 finishers** directly to the A feature.
- 4. Redraw will be the 3 heat race winners plus the fastest qualifier that transfers from each heat. The redraw will set the first 3 rows of the A main.

5. Non-transfer cars will run a semi-main (10 laps) lined up by times. The top 5 finishers will move to the A feature with 1st and 2nd place cars getting their times back behind the transferred cars (4th row).
6. The A feature will be **25 laps** or 45 minutes maximum (clock to start when the 1st car fires in the staging lane).
7. Cars must complete one green flag lap to be scored.

2 Heat Format – Feature lineup is heat winners, plus 2 fastest qualifiers that transferred, from each heat.

Qualifying out of order – If entire field is required to stage, any car that misses the 5 minute call to stage will loose 1 qualifying lap (no line-up penalty), but if they miss their position by more than 2 spots, they will receive 1 lap at the end of qualifying; start behind the inversion in their heat and no better than 13th in the A feature.

Decisions of Joe Hunt Magnetos Wingless Sprint Car Series Official(s) are final and binding without exception. PROMOTER RESERVES THE RIGHT TO ADD OR DELETE EVENTS AS DEEMED NECESSARY. ALL DECISIONS WILL BE FINAL AT THE PROMOTER'S DISCRETION.