

Gentlemen

We present to the Rules Ratification Committee (RRC) the following rules change proposal.

Sprint Car has seen a rise in interest and participation all across the nation; to the point that WCM re-entered the Sprint Car chassis business. We think it is fair to say that Chris (WCM) took every liberty possible in the creation of the WCM JP-55 Sprint Car. This raised a few eyebrows and created a few requests to have the sprint car rules re-evaluated and further definition put into place.

As we enter 2020, we, the QSAC Co-Chairs, along with the Rules Chair and National Tech Director have been thoroughly evaluating the current rules that are in place for the Sprint Car class.

With that being stated, we present this rules change proposal with the firm belief that has been fully vetted and is in the best interest of all parties; the racers, the manufacturers, and the organization. This change proposal is objective and will not obsolete any current chassis' being produced.

Thank you and regards,

Dave Dygon

Denny Andrews Jr.

QSAC Co-Chairs

# BODY & WINGS

## TOP WING:

- a) The top wing may be an airfoil wing. A wicker may be added to the airfoil style top wing. The air foil wing may not have a curve that causes the distance from the front of the wing to the rear of the wing to have a gap at the widest point of more than .500.
- b) The top wing may be a flat/Lexan style wing with only ONE main bend in it. A wicker may be added to the flat/Lexan style top wing. The flat/Lexan wing may not have a bend that causes the distance from the front of the wing to the rear of the wing to have a gap at the widest point of more than 1.500. The flat/Lexan style wing may have a bend down on the leading edge for strength, the bend may not be more than .250 back from the leading edge of wing. NOTE: an additional strengthening bend of a .25" at the front of the wing is considered in overall length, but should NOT be included for the measurement of overall 1.5" gap; please refer to diagram below for visual clarification.

## FRONT WING:

- a) The front wing may be an air foil style wing. A wicker may be added to the air foil style front wing. The air foil wing may not have a curve that causes the distance from the front of the wing to the rear of the wing to have a gap at the widest point of more than .500. The front wing must have a separation from the body side panels a min .125 inch inside or outside of frame rails.
- b) The front wing may be a flat/Lexan style wing with only ONE main bend in it. A wicker may be added to the flat/Lexan style front wing. The flat/Lexan wing may not have a bend that causes the distance from the front of the wing to the rear of the wing to have a gap at the widest point of more than .750. The flat/Lexan style wing may have a bend down on the leading edge for strength, the bend may not be more than .250 back from the leading edge of wing. The front wing must have a separation from the body side panels a min .125 inch inside or outside of the frame rails. NOTE: an additional strengthening bend of a .25" at the front of the wing is considered in overall length, but should NOT be included for the measurement of overall 1.5" gap; please refer to diagram below for visual clarification.

## WICKER BILL:

Wickers are allowed on both top and front wings but must be separate from the wing and detachable via tape or bolts. Wickers may be constructed from any material as long as it is at a 90 degree angle not to exceed .500 in any direction as measured from the outside of the angle. Wickers are to be mounted on top of the wing flush with the trailing edge and maintain a 90 degree angle relative to the trailing edge of the wing.

## BODY:

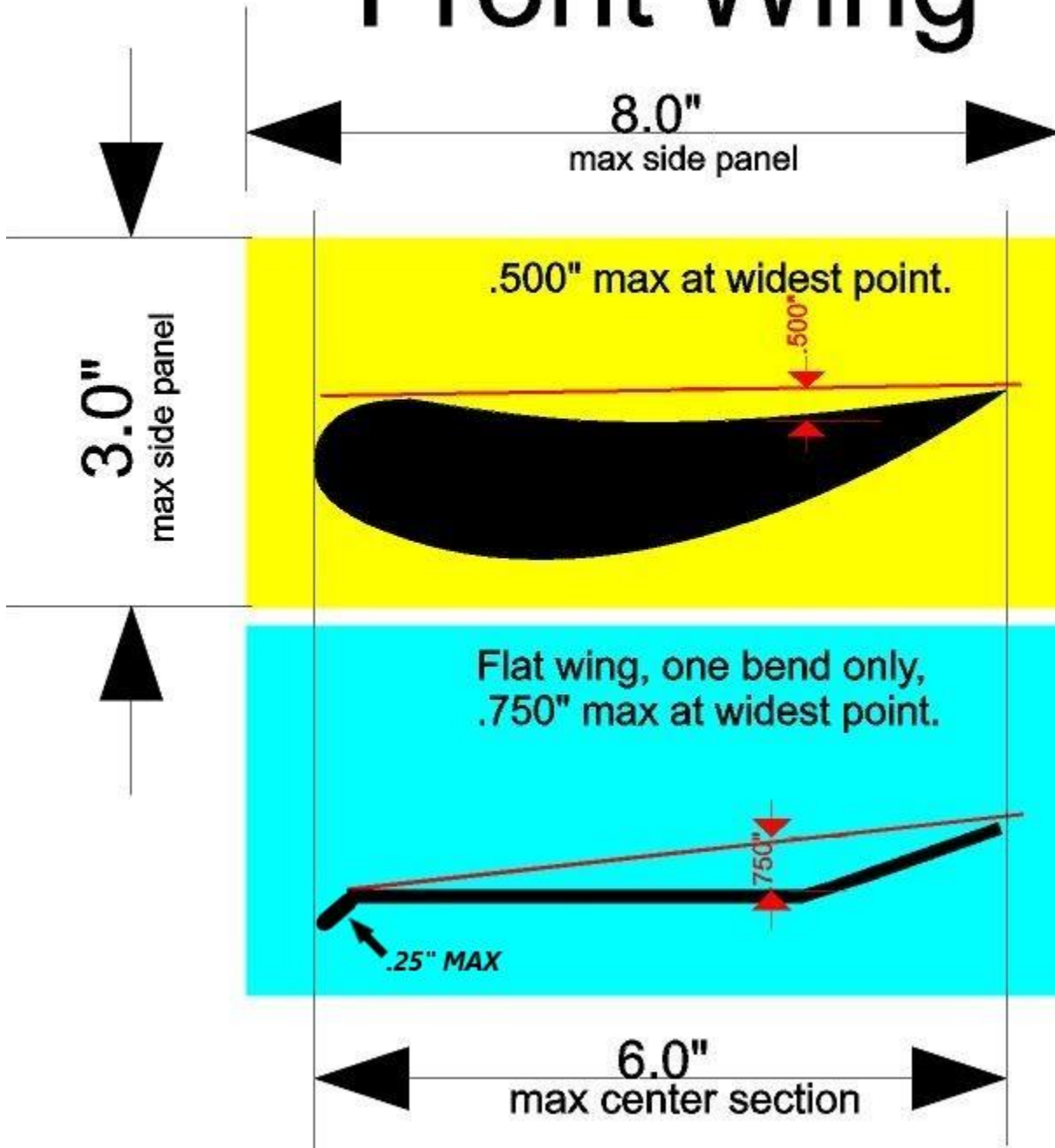
- 1) The body side panels may not exceed .250 past any part of the outside parameter of the chassis. This also includes any bends that may extend past the chassis or away from the sides. The only exception would be the addition of a belt/gear guard for dirt track racing only.
- 2) No additional air dams /diffusers or various aerodynamic devices allowed that don't follow the above wing and side panel rules.

## AXLE: (to be added to the Suspension & Drivetrain section)

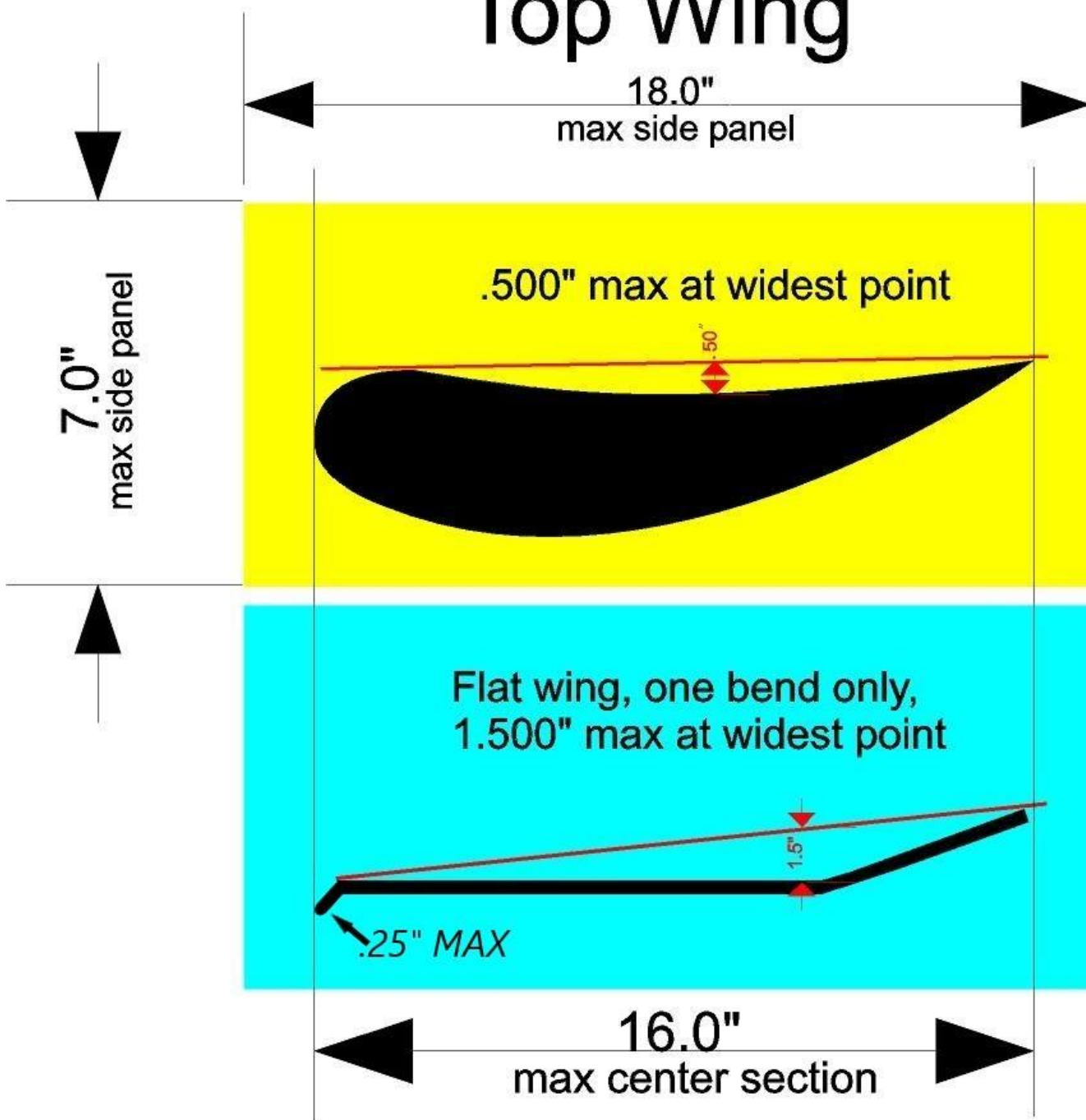
- 1) A solid 1-piece rear axle from hub to hub. Only exclusion being if the differential or one-way bearing rule is being followed. No Camber allowed.

# ILLUSTRATIONS

## Front Wing



# Top Wing



Front  
Wing

Min. from  
chassis  
(each side)

.125

