



POWRi 360 Wing Sprint Car Desert Series Specifications

(As of 1/1/2024)

Index

Chassis Specifications	2
Engine Rules	3
Fuel	4
Safety	4
Shocks	5
Tires	5
Wing Specifications	5
Protests	6
Diagrams	7-10

1. Chassis Specifications.

- a. Weight Rule: Weight rule is 1475 lbs., including the driver, at the conclusion of the race.
 - i. Any bolt-on weight must be painted white, and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. Please see the last page for Diagram.
 - ii. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications.
- b. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure.
- c. Minimum wheelbase of 83 inches, maximum wheelbase of 90 inches. No pieces may be added to the frame to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool/protect the motor and braking system.
- d. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
- e. Slip-tubing is not allowed in the chassis construction. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joints will no longer be allowed.
- f. Titanium front axles nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. Left and Right Nerf bars must attach to the chassis at three points. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edge of the tires.
- g. No aluminum frames or drag links. Tie Rods and Left Front Radius Rods may be aluminum, but highly recommended they be 4130 steel with magnetic steel rod ends. Swaging of the tubing will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.
- h. Carbon Fiber connecting rods having to do with suspension or steering are not permitted.
- i. All drive lines must be broken in the coupler or rear slider, fully enclosed and containing no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap or hoop that is securely attached to the chassis is required. Driveline components may not be Carbon Fiber.
- j. Mufflers: Will only be mandatory at tracks that mandate them. The Following mufflers are acceptable for those tracks; Schoenfeld part #14272735-78, #112530, #112535, or #113035.
 - i. Loss of muffler will result in disqualification when mufflers are required.
- k. Headers: Must be a minimum of .045.
- l. Steel, Aluminum or Titanium brake rotors only.
- m. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.
- n. No hollow, tubular or drilled out bolts allowed.
- o. The right-side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.

- p. The right-side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.
 - q. All Cars must have updated Support bars on both right and left sides limiting the spread of top bar to no less than 15" and no more than 20". Please see diagrams for more information.
 - r. Transponders are to be located on the right front corner behind the torsion rack in the opening of the front axle compartment.
- 2. Engine Rules**
- a. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6). Will be checked within 30 minutes of the conclusion of the main event.
 - b. No Titanium in engines, excluding valves and valve retainers.
 - i. Aluminum blocks will be Brodix Spec block; Legal Part numbers 8B 1000A, 8B 1050A, 8B 1100A, 8B 1150A, 8B 1000I, 8B 1050I, 8B 1100I, 8B 1150I, only. Logo must not be modified, Absolutely no lightening, must have standard oil pan rail, Full bell housing must remain.
 - c. Injectors: 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.
 - d. Due to the manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors.
 - e. No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder.
 - f. The injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.
 - g. Absolutely no traction control allowed, if requested you must open MSD box and or Mag to check for traction control devices. If found you will lose all points for the season (champ fund), winnings from that night, and not allowed to race night two if found on night one of the events.
 - h. Cylinder Heads Option 1
 - i. List of Cylinder Heads approved for POWRi competition is as follows:
 - 1. Chevy - #27-211
 - a. Brodix 11X part number; 1110001, 1111003, 1110005, 1111010, 1111011, 1118000, 1118100, 1118101, 9991016, no porting or polishing allowed on 11X heads, with unaltered 8E89208 Intake Manifold Gaskets.
 - 2. B. Ford- #27-223
 - 3. C. Mopar- #27-222
 - ii. Spec Heads:
 - iii. No Porting or polishing past the first 3/4 inches of intake and exhaust ports, no more than 1 degree angle mill allowed on heads, valves may not be moved or relocated in head.
 - i. Cylinder Head Option 2

- i. AFR 20- & 23-degree heads with no more than 2 degrees of angle mill, zero porting and or polishing will be allowed. Must be as it left AFR on intake and exhaust ports, absolutely no gasket matching will be allowed. *
- ii. Small Block Chevrolet 23 degree; 1065-SBC220, 1065NP, 1110, 1110NP, 1068-SBC 227, 1068NP, 1121, 1121NP (these are part numbers for 220 and 227 Castings)
- iii. Small Block Ford 20 degree; 1450-SBF205, 1454, 1451-SBF220, 1455 (these are part numbers for 205 and 220 Castings)
- j. AFR is supplying as built go-no go gauges for both Chevrolet and Ford (currently Mopar is unavailable) for both exhaust and intake ports. Also supplying apparatus to check angle milling of heads.

3. Fuel

- a. Methanol or Ethanol only, NO NITRO or additives allowed.
- b. Fuel Cell must be securely mounted with bladder mandatory. Tank used for Heats must remain for all events, Exceptions for Safety only as Per Series Technical Director Approval.

4. Safety

- a. Any driver who exits their car and approaches another driver on a live racetrack may be subject to a fine of \$1,000 from any POWRi sanctioned event. The offending driver will also forfeit their winnings for the night. This also includes family and crew members entering a live racetrack. Under caution, stay in your car. If you are in an unsafe situation, you may exit your car but stay with your car. Dark tracks and dark fire suits make you hard to see. Remember, actions done in anger can have dire consequences. A driver/team who willfully ignores/disobeys an official in a manner which delays the running of the night's program, or places others in danger, will also be subject to a fine of \$1,000 from any POWRi sanctioned event.
- b. All drivers are required to wear a SNELL SA2010 or newer approved helmet, a fire retarding uniform (minimum SFI 3.2A/5), protective gloves and arm restraints during competition. Fire retardant underwear is highly recommended.
- c. RACEceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a RACEceiver. No two-way radios will be allowed. Any driver who willfully ignores orders given by officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
- d. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. POWRi requires a five-point hookup with 3-inch width belts recommended. Full Containment Seat is highly recommended.
- e. It is highly recommended that the Steering Wheel is secured with a pull type, quick release hub or button style, quick disconnect. Use of removable pin style hubs is not recommended at all due to high risk of failure. It is the driver's responsibility to make sure that the steering wheel is securely attached before entering the racing surface. Your safety is truly in your own hands.
- f. An onboard fire suppression system is highly recommended on all cars with nozzles positioned to coat the Engine, Driver, and Fuel Cell.
- g. Approved front axle tether systems are highly recommended. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether cables should be installed using the manufacturer's provided fasteners. Tether systems of

any type must be pre-approved and installed in accordance with the manufacturer's instructions.

- h. If utilized, a tether is required on both left and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by the manufacturer. Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.
- i. If a car needs to be fired in the Pits, the person in the car must be in full safety gear with seat belts properly attached.
 - i. No flammable liquids are allowed in the cooling systems.

5. Shocks

- a. No cockpit adjusters

6. Tires

- a. All tires must be Hoosier tire.
- b. Right Rear Tires may not exceed 16 inch in width.
- c. Soft, medium, or hard compounds may be run at any time.
- d. Tires may be sipped and grooved.
- e. Left Front is the only tire you can run flat.

7. Wing Specifications

- 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.
 - ii. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
 - iii. No wicker bills or Gurney lips permitted on Center Foil unless center foil is totally flat then a two-inch maximum wicker bill is allowed.
 - iv. Other than the slider mechanism, no moving parts allowed on or in foil structure.
 - v. 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.
 - 1. 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.
 - 2. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than ½ inch. There is zero tolerance on this ½ inch depth.
 - 3. It is suggested that the wing blueprint specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)
 - vi. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be a 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. The top wing must not extend beyond the outside of rear tires.

- vii. 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.
- 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. The 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. Center Foil top surface from side to side must remain flat.
 - vi. Center Foil must be one piece. No split or bi-wings will be allowed.
 - vii. 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.
 - viii. The Front Wing must not extend beyond the outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
 - ix. No moving parts allowed on or in front foil structure.
 - x. 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 ½ inches from the rear of the foil may not be deeper than 3/8 inch.
 - 1. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blueprint 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).
 - xi. 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.
 - xii. No rudders or fins on Front Wings.

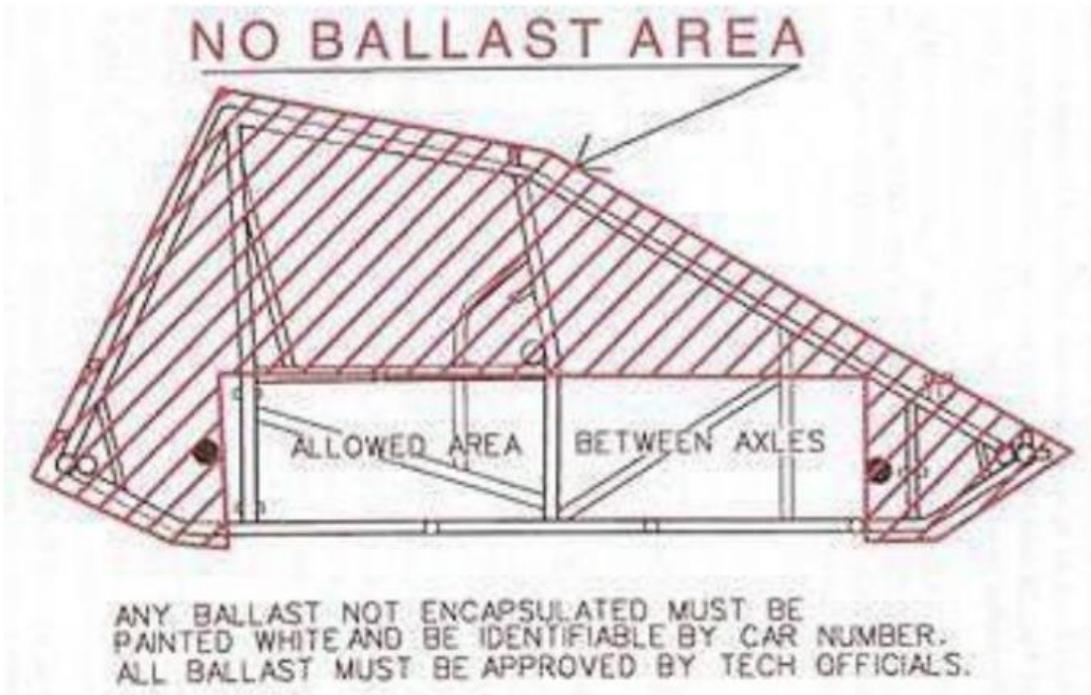
8. Protests:

- a. Protests are for Performance enhancing parts, materials, or Finish Position only. Safety, Track Calls, Start Positions, Driver altercations and Errors are not open for Protest. The Protest can only be on the facts not what if scenarios or beliefs.
- b. Only POWRi WSCDS members may issue a protest.
- c. Only the Top 5 cars from the Main Event may be Protested.
- d. All Protests must come in written form with Protest Fee within 15 minutes of the Main Event Finish and be delivered to the Series Technical Director or Series Director of Competition only.
- e. Protest Inspection will take place following normal Main Event Tech.
- f. Written Protest must have the Exact Issue and Item to be teched listed, only 1 Item per Written Protest is allowed, Maximum of 3 Protests per car Per Night. The Exact issue must be written as follows. [I (driver Name) Protest (Car Number) for having

(performance enhancing part {example, Aluminum Rods}) Driver Signature]. For a finishing order [I, (Driver Name) protest the finishing order as I believe I was mis-scored and should have been behind car (Car #) and in front of (Car #) at the end of the main event (Driver Signature)]

- g. Protest Fee is \$500.00 Cash Only per Written Protest for Performance enhancing items.
 - h. Protests for Finishing Order are \$50.00 Cash Only.
 - i. Protests that are found to have no merit for inspection or further action will be promptly returned to the protester with a full refund.
 - j. Protests that are found to have merit and further action is taken will result in halting Series Payout until the inspection can take place.
 - k. Any Refusal for Protest is an automatic Disqualification from that night's event including loss of all pay, championship points for that race, and an assumption of guilt by Car owner/driver. An Additional 400 Championship points will also be taken from Championship Points that have been or will be accrued.
 - l. Protest inspections will be conducted by The Series Director of Competition and the Series Technical Director along with 1 person from the protested cars team Only. During a Protest Inspection the only item that may be found to be illegal and resulting in Disqualification is the item noted on the Protest Form. Anything else found to be illegal during the Protest inspection will remain in confidence between the Directors and members of the protest team. The Directors may call it out, however it will not be a disqualifying instance.
 - m. If the car protested is found to be legal, then \$350.00 will be given to the driver/car owner for the time and extra inspection. The remaining \$150.00 will pay for the inspector's time and go directly to the Directors that inspected the car.
 - n. If the Protested car is found to be illegal, then \$350.00 will be returned to the Protest Filers and \$150.00 will pay the directors for the inspection. The Illegal Car will lose all points and pay for that night's event as well as an additional 400 Championship points that have been or will be accrued.
 - o. Protests for finishing order will result in a lap by lap of the transponder loops to determine if the finishing order is or is not correct. If the Driver is found to be correct, and the finish order was wrong, all \$50.00 will be returned. If the Order is verified then the protesting driver will not get the \$50.00 protest fee back, and it will be paid to the scorers for their time.
 - p. Protests will not be taken lightly, any team found in a rules violation during the protest will have to have their car reinspected and shown to be within the rules prior to being allowed to compete in any POWRi WSCDS event.
9. Diagrams
- a. Chassis Specifications

b. Ballast Area



c. Support Bar Types and Locations

#1 Support Bar

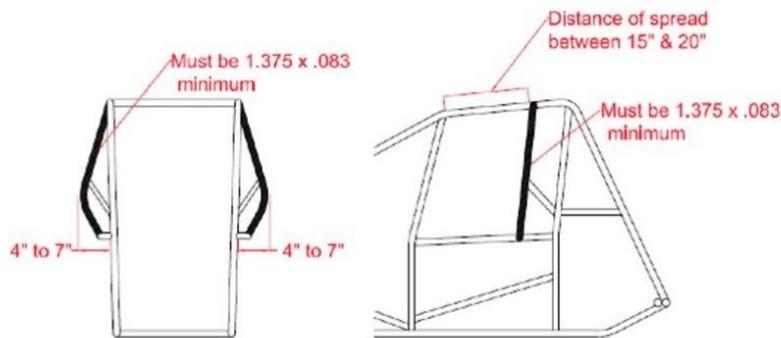


Diagram 16.12.1
By Tom Devitt

#2 Support Bar

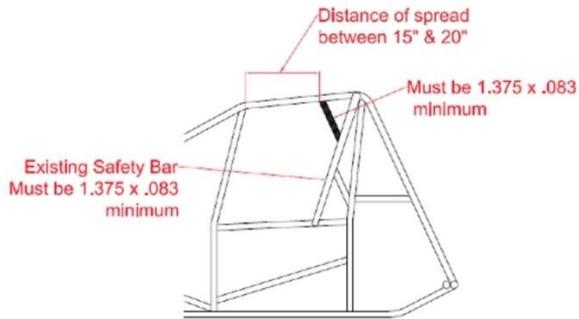
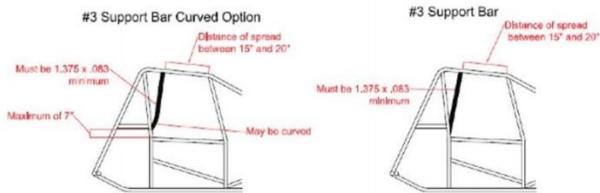
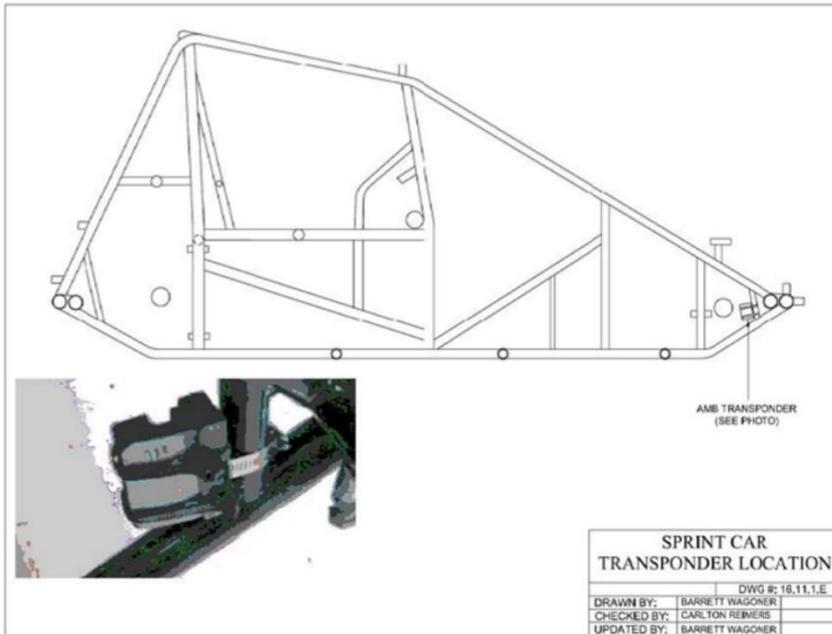


Diagram 16.12.2
By Tom Devitt



Drawing 16.12.3
By Tom Devitt

d. Transponder Location



e. Wing Specs

