2019 Sprint Car Chassis Rule Changes

Funtime Promotions in alliance with the newly formed Sprint Car Council will be implementing changes to the existing sprint car chassis. The changes are a result of the meetings with the National Chassis Manufacturers and the Sprint Car Council last August where driver safety was the main topic.

These changes will be in affect at the start of the 2019 season for the 360 and Sportsman Sprint Classes at Skagit Speedway, Grays Harbor Raceway and the Summer Thunder Sprint Series sanctioned events.

XXX Raceco has special pricing and all the materials and specifications to update the chassis bars. Contact them at 866.632.9925.

October 19, 2018

2019 rule changes

- **Chassis support bars**
- **Slip Joints**
- **Wing T-post**
- **Steel LF Radius Rod and Rod Ends**
- **Left and Right Nerf bars**
- **Securing fuel cells**

Chassis Support Bars

In 2019 all chassis will be require to have additional bars installed to support and decrease the span between the front and rear uprights. The new support bars must be an addition to the front and rear uprights. The left and right side support bar do not have to be the same. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material.

Left and right side support bars may be one of two forms a “Curved Support Bar” similar to current “safety bar” used in some chassis’ or a “Non-Curved Support Bar” similar to the WoO Craftsman Sprint Car Series Rules.

The Curved Support Bar will attach to the top rail to create a span between 15” and 20” from the front upright to the support bar. This measurement will be made from the rear point of the front upright to the forward point of the support bar. It will attach to the hip rail and have a gusset attached above the curve to the rear upright at the point opposite of the rear brace/shock mount bar. The outer most point of the curve will be between 4” and 7” measured from the outer edge of the uprights.

The Non-Curved Support Bar will be attached to the top rail to create a span between 15” and 20” from the front upright. This measurement will be made from the rear point of the front upright to the forward point of the support bar. The bottom of the Support Bar will attach to the rear upright at the point opposite of the rear brace/shock mount bar.

See drawings below.

Slip Joints

Slip joints will no longer be allowed in any form. Bolted or clamped slip joints will no longer be allowed. If a current chassis has a slip joint it will have to be welded the full circumference of the tube to become solid.

Wing T-post

Wing T-post should be built from 1” X .083” minimum ASTM4130 normalized steel or equivalent material. Parts made from castings will be phased out over the next year. Some approved design drawings are below.

Steel LF Radius Rod and Rod Ends

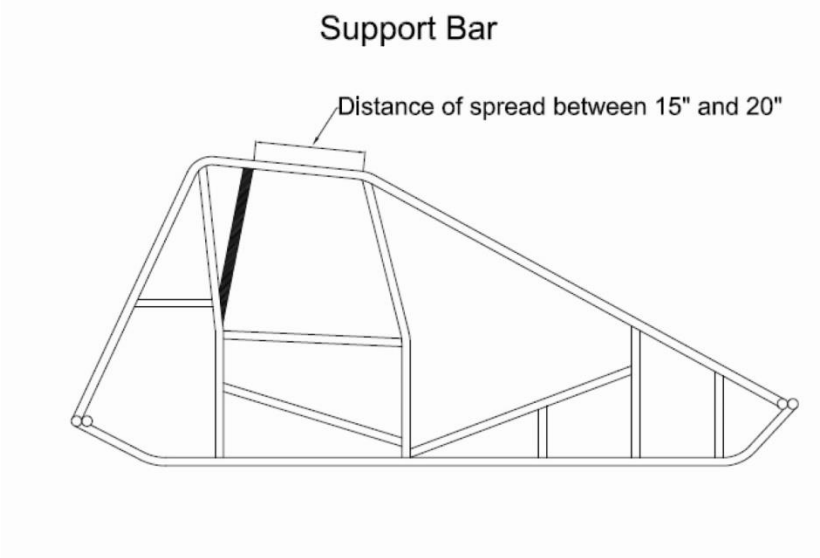
LF radius rod must be made of 4130 steel with steel rod ends.

Left and Right Nerf Bars

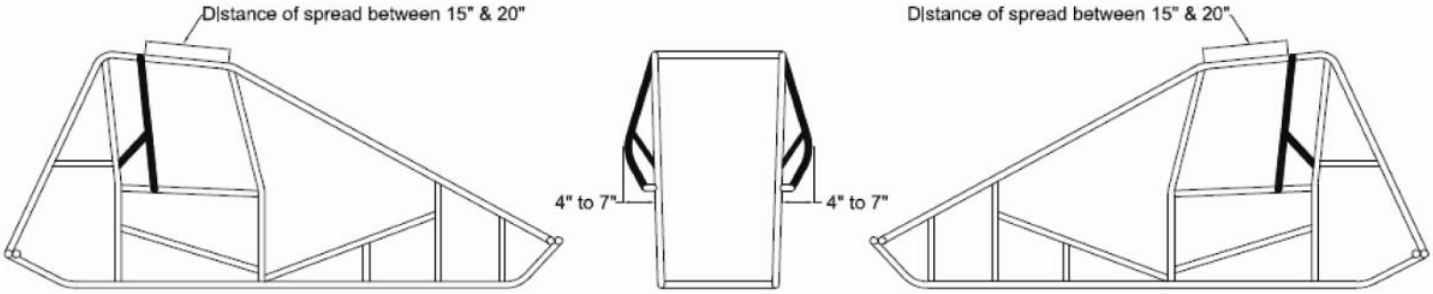
All left and right side nerf bars must attach to the chassis at 3 points. Two point side nerf hoops will no longer be allowed.

Securing Fuel Cells

We are considering some ideas to better secure fuel cells and keep them attached to the chassis during crashes. Some ideas being considered are to strengthen the existing mounting points, and additional mounting points. More information to follow.



Curved Support Bar Drawing



Wing T-Post