



## **POWRi Non-Wing Sprint Specifications**

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## Design & Construction

- a. All phases of design and construction are subject to the approval of the Technical Director. The Series Director and the Technical Director may exclude any car, design, or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules contained herein.

## Engines

- a. Open engine rule.

## Fuel & Fuel Systems

- a. Pure Methanol is the only approved fuel. (No Additives)
- b. All fuel is subject to testing at any time. Any fuel that does not conform to standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification for the event and/or the entire program.
- c. A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. All cars must be equipped with a fuel cell and tail tank meeting the requirements and SFI Specifications 28.2
- d. The engine must be equipped with a fuel shut-off device located within easy reach of the driver.

## Mufflers

- a. The car may be required to have a muffler if local conditions warrant. If so, this will be properly communicated to all competitors and teams. The technical director may disallow a muffler that in their opinion is not within the spirit or intent of this rule.

## Traction Control Devices

- a. Traction control devices of any type are not permitted at any time, during any event.
- b. Any team found with a traction control device in pre- and/or post-race inspection shall be subject to fines and/or suspensions, left at the discretion of the series and technical directors.
- c. From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers.

## Weight

- a. All cars must weigh a minimum of 1,375 pounds, including the driver.
- b. Additional bolt on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails, front and rear axles and no higher than mid rails at the cockpit. All weight must be mounted within the confines of the frame. NO BALLAST/WEIGHT IN NERFS, BUMPERS, FRONT AXLE.

**Body**

- a. Bodywork rules are open to within reason; any “wicker” must stay within 1” of the frame rails and will be policed on an individual basis by the Series and/or Technical Director.

**Cockpit Adjusters**

- a. Cockpit shock adjusters are permitted for use.

**Axles**

- a. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium front or rear axles are not permitted.
- b. Axle Tethers are mandatory.
- c. Kingpin to Kingpin Tethers are mandatory.
- d. Drag Link Tethers are mandatory.

**Tires**

- a. Hoosier Tires are required on all four corners; the right rear must be a Medium/M1, H15, HR15, D15A, H20, or RaceSaver.
- b. Tire Prep
  - i. The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire ‘soaking’ and/or the introduction of tread ‘softener’ and/or physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tire(s), they will be fined one thousand dollars (\$1,000.00) and will be suspended from the next two (2) completed events.
  - ii. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. The analysis process will require a sample shipment of the tire to the selected laboratory.
  - iii. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed will be considered as part of the penalty time period.
  - iv. Money won in an event may be held until the final determination is made by the independent laboratory.

**Disclaimer**

- a. Unlisted specifications and guidelines will fall under those of the POWRi 410 Outlaw Sprints at the discretion of the Series and/or Technical Director.