

15.5.U.1 Chassis Support bars

In 2019 all chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the drivers area. The new support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurement will not be allowed at the discretion of World of Outlaws Series Officials. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material as per World of Outlaws current rule 15.5.U.

Left and right side support bars may be one of the three designs below. Left and right side support bars do not have to be of the same design. Right side body opening shall remain the same per rule 15.7.J in the World of Outlaws Sprint Car Series Rule Book.

Left and right side support bars may be one of the three options:

1. Support bar may be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support bar. See Diagram #16.12.1
2. Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.375 X .083 ASTM4130 normalized steel or equivalent material). See Diagram #16.12.2
3. A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See diagram #16.12.3

#1 Support Bar

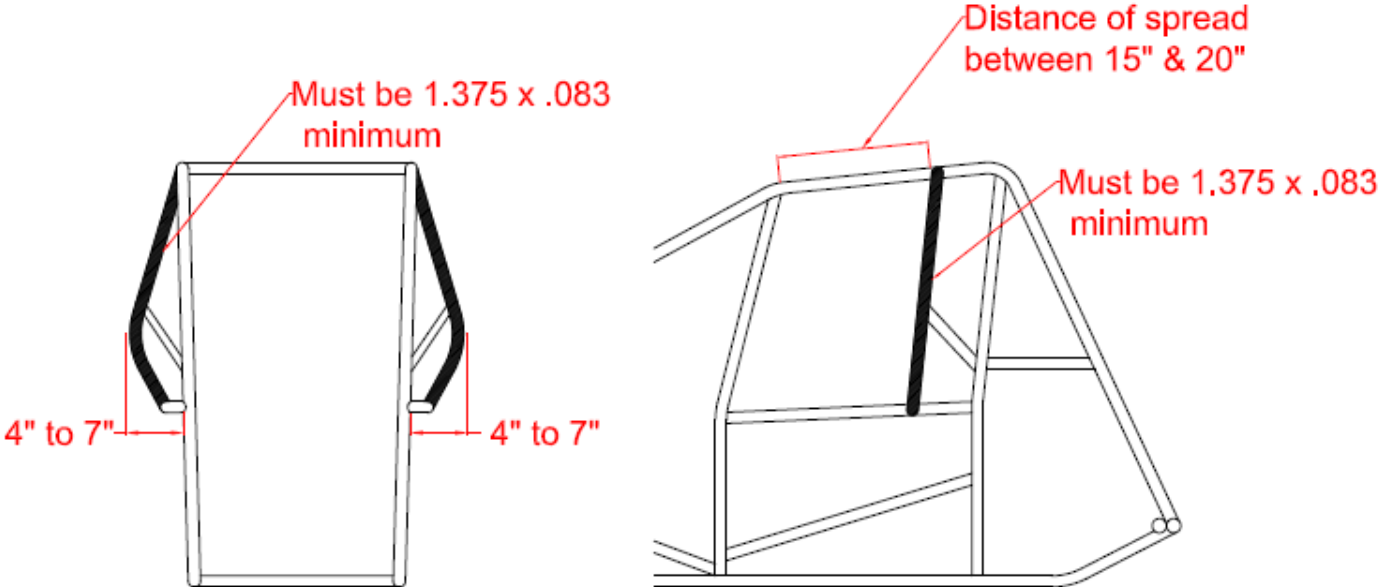


Diagram 16.12.1
By Tom Devitt

#2 Support Bar

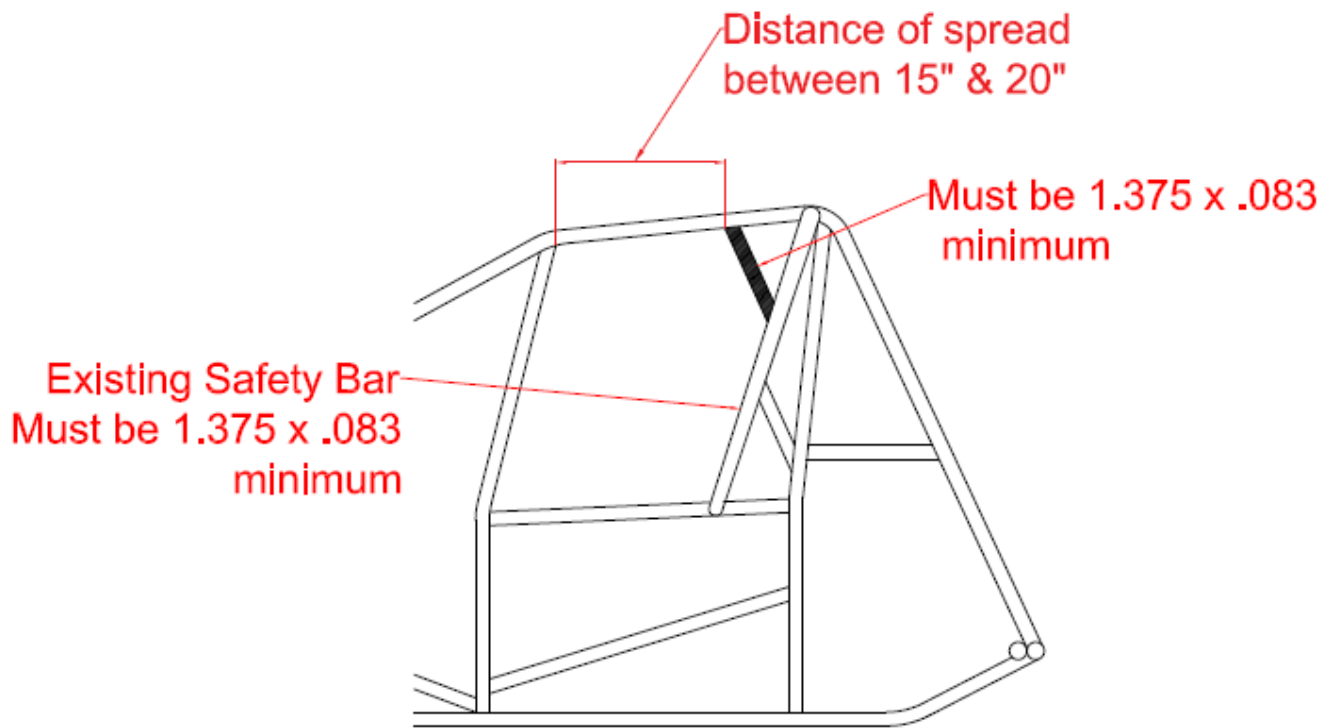
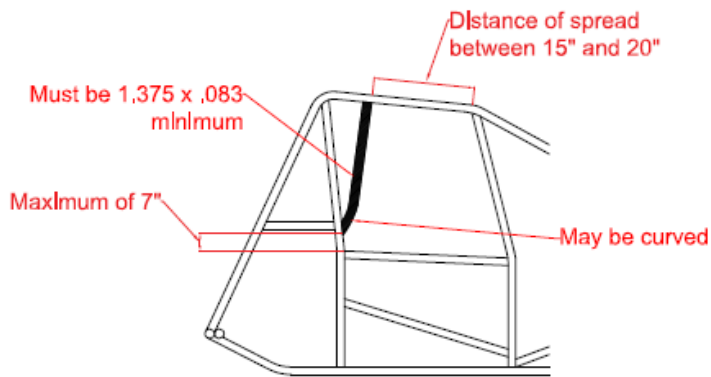
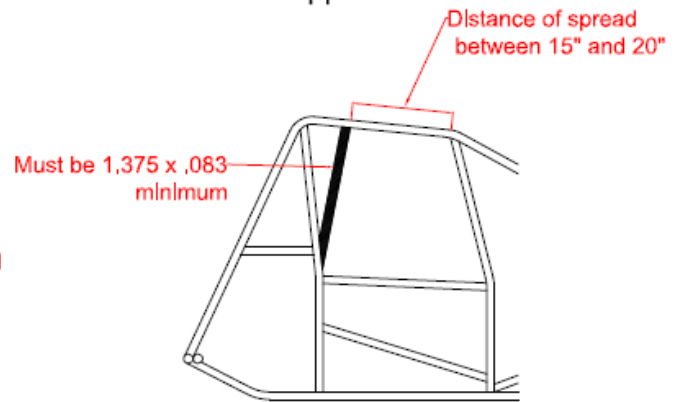


Diagram 16.12.2
by Tom Devitt

#3 Support Bar Curved Option



#3 Support Bar



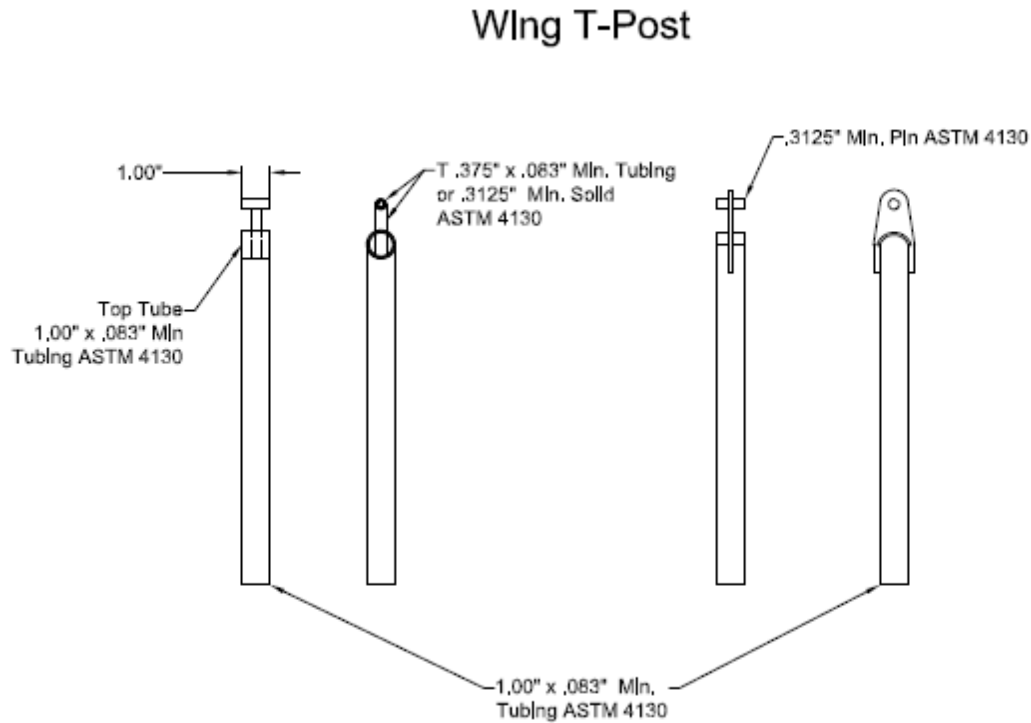
Drawing 16.12.3
By Tom Devitt

Replace 15.5.V with the following

Slip-tubing is not allowed in the chassis construction. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joint will no longer be allowed.

15.8.1.H) Wing T-Post

Wing T-Post will be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75-HD. If new T-Post designs are developed they must be submitted for approval. Some approved T-Post designs are in the drawings section 16. See Drawing #16.13.1



Drawing 16.13.1
by Tom Devitt

Edit 15.5.D

D.) Drag links must be made of 4130 steel a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches. ~~Only magnetic steel tie rods and heim joints (rod ends) will be permitted.~~ **Tie Rods and Left Front Radius Rods must 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.

Edit 15.5.F

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.

Edit 15.5.H

H.) Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specification which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. 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 manufacture’s provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer’s instructions. **2019 will be the last year “bolt to bolt” radius rod axle tethers will be allowed. January 2020 all axle tether systems must clamp to or wrap around the axle per the manufacturer’s instructions.**