

2024 - 410 Sprint Car Rules

**Variations from any specification or rule must be approved by the speedway management.
World of Outlaws rules apply during World Racing Group Sanctioned events.**

Minimum Age Requirements:

All drivers must meet minimum age requirements to compete at Selinsgrove Speedway. All drivers under the age of 18 must have a parent/guardian consent form on file in the speedway office before competing. Competing/Driving at Selinsgrove Speedway for the purpose of age restriction is defined as anytime the race vehicles wheels are turning, regardless of whether the vehicle is under it's own power or not. Birth Certificate or other proof of age may be required. Minimum age restrictions for competing/driving in the 410 Sprint Car division is 16 years of age with the following exceptions:

Exception #1 - Drivers that are under 16 years of age who seek to participate in any racing event must be approved by management in advance.

Exception #2 - Exceptions to Selinsgrove Speedway age limits will be granted to drivers holding a license/membership in a sanctioning body (ie..United Racing Club, Empire Super Sprints, World of Outlaws, etc.), provided said driver meets the minimum age requirements for that sanctioning body. The exception is only granted for events that the sanctioning body where the driver holds a license/membership is sponsoring or co-promoting/sanctioning at Selinsgrove Speedway.

A sprint car is defined as a racing vehicle of single seat design, built upon a racing chassis and mounted on four racing wheels. No rear engine cars or aluminum frames allowed. No box tubing frame rails. Driver's compartment shall be separated from the engine by a firewall of suitable material.

WEIGHT:

Total weight of car and driver may not be less than 1,425 pounds. Weigh-in to be after any event or qualifying. Weight to be measured as car comes off the track in the condition that it took the checkered flag. Any added weight must be securely fastened on the cars basic framework and must be located in the area between the bottom frame rails and axles but mounted no higher than the upper rails. Weight cannot be added, moved or replaced during yellow or red flag conditions. Weight measured by Selinsgrove Speedway scales. Any car that completes a time trial or finishes in the top 3 of any heat, top 5 of any main event, or otherwise as directed by speedway officials, that does not go directly to the scales first before the car stops with the crew and/or at the trailer will be disqualified and scored last for that event. Track officials may request that you shut off the engine of your car while on the scale. Driver must remain still in the seat while car is being weighed. Any car that is deemed light will be reweighed a second time. The car in question will be rolled off the scale by hand, the scales will be reset and the car immediately rolled back onto the scale by hand. Cars will not be permitted to leave the on/off ramps of the scale between reweighs unless directed by track officials. Any car required to be weighed at the completion of any event that does not meet the minimum weight requirements will be disqualified and scored behind all other cars that were scored on the same lap as the car in question. The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

BODY:

Only Sprint style body panels, tails and hoods will be permitted.

No side foils, rudders or panels are to extend beyond rear cage support bars on any side. The left side paneling may extend to but not forward of the support bar.

No body pieces to extend beyond or underneath front torsion tube, with the exception of the hood. No wedges or foils under car.

All cars will be required to run a full sprint appearing hood. Hood must extend to front torsion tubes. While the hood may be a multiple piece design, it must appear to be one continuous piece. Maximum outside hood width will be 30 inches.

Hoods are mandatory at all times except for engine starts.

The driver's right side opening must be a minimum 10-inch vertical opening at any point and a minimum 21-inch horizontal opening at any point.

No Gurney lips or turnouts are permitted on any body panels.

Side body panel designs or concave surfaces that, in the sole discretion of track officials, are intended to trap, alter or direct airflow for the purposes of gaining an aerodynamic performance advantage will not be permitted. Any body or chassis design subject to the approval of track officials prior to use.

Safety bar(s) and/or arm guard paneling that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guard(s) and/or paneling will be permitted to extend a maximum of 7"-inches as measured from the outside edge of the middle frame rails and must remain above the middle frame rail. The sole purpose of this area is creating elbow room for the driver. The elbow room must remain above the upper "middle" frame rail and may not extend rearward of the leading edge of the rear axle.

CHASSIS & FRAME:

The top of the roll cage shall have a maximum outside width of 29.5 inches.

The cockpit horizontal middle frame bar will have a maximum outside width of 32 inches.

The bottom frame rail will have a maximum outside width of 26-1/2 inches

Radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3-1/2 inches from the outside edge of the bottom frame rails.

A maximum 1-1/2 inch wide by 20-inch-long exhaust fume deflector, located on the bottom sidebody panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees.

All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.

No roadster type chassis permitted. The engine must be directly in front of the driver who must straddle the driveline.

Chassis should be provided with a minimum of 6 mounting points to securely mount the seat as specified by seat and chassis manufacturers.

Drag links must utilize 4130 steel of at least one inch in diameter and a minimum wall thickness of .058 inch. Tie rods and Heim joints must be made of steel only. A magnet must stick at all times. No wedging of the tubing will be permitted. (Highly Recommended) Drag links must be tethered to the frame with nylon webbing of at least 1-inch width.

Hollow or drilled bolts, fasteners or Heim joints are prohibited.

Front axles must be made of steel only. The minimum front axle size will be 2 3/8 diameter x .095-inch material thickness.

The front bumper may not extend more than 8 inches from the frame or 23-1/2 from the center of the front axle to the front of front bumper.

Elliptical tubing cannot be used on or as a part of the main rail structure.

Floor pans must be constructed of steel, aluminum or carbon fiber.

Minimum wheelbase of 83 inches, maximum wheelbase 90 inches.

No front anti-roll torsion bar assembly (sway bar) permitted.

All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065- inch steel either welded or bolted to the chassis. Metal hoop restraints must react positive to magnet test. The rear cross member used for mounting the steel driveline hoop must be constructed of .083-inch steel.

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. 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. (Highly Recommended) 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.

Wings, bumpers and nerf bars must be fastened with bolts/nuts, hitch pins or roll pins only.

The only device adjustable from the driver's cockpit or drivers reach will be one top wing slider mechanism. Said slider is to be one dimensional and allow for forward and backward movement only.

Slip joints (tubing) will no longer be allowed in any form in the chassis construction. 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. Slip tubing is not allowed in the chassis construction. This includes safety bars. The following measurements are minimums. Only those areas indicated will be subject to technical inspections. Suggested material: 4130 normalized

Top Rails	1-1/2" x .095"
Bottom Rails	1-3/8" x .095" or 1-1/2 x .083"
Roll cage Uprights	1-3/8" x .083"
Roll Cage Top Cross Members	1-1/2" x .095"
Upper Rails	1-3/8" x .083"
Rear End Safety Bar	1" x .083" Brace 1-1/4" x .065" All seat belt

mounting brackets must be fabricated from magnetic steel. Aluminum and/or any other materials will not be permitted.

Shock Absorbers— Only conventional and thru-rod style shock absorbers will be permitted. Any new style shock not in use prior to January 1, 2015 must be approved prior to being placed into

competition. The currently approved thru-rod style shock is Penske PS-7700T.

No carbon fiber parts, excluding torque tubes and brake rotors, will be allowed in the suspension (includes radius rods), steering components, or drive line.

Radius Rods: All radius rods shall be constructed as a solid piece of round tubing with provision for a rod end on each end. No addition to the radius rod will be allowed. Radius rods must be attached to the frame and axle in a stationary manner. Devices that are designed to change the length or position of the radius rod in any way while the car is moving will not be allowed. (Highly Recommended) LF radius rod should be made of 4130 steel with magnetic steel rod end.

CHASSIS SUPPORT BARS

All chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The new support bars must be an addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be tolerated or allowed at the discretion of Speedway Officials.

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 the three designs below.

Left and right side support bars do not have to be the same design. Right side boy opening shall remain the same 10 vertical inches and 21 horizontal inches. The left side paneling may extend to but not forward of the support bar. The use of the left side arm guard as part of the paneling is acceptable as long as it or any other part of the paneling does not prevent left side driver entry or exit at the discretion of officials.

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 upright tube to the outside of the support bar. See Diagram #1 or #16.12.1

1. Existing chassis with a left side support bar installed (formerly called a 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 #2 or #16.12.2

1. 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 fit. See Diagram #3 or #16.12.3

DIAGRAM 1

DIAGRAM 2

DIAGRAM 3

ENGINES & HEADS:

It is hereby understood that Selinsgrove Speedway shall reserve the right to check competitor's engine and components including but not limited to the internal parts of the engine. This process may involve disassembly of engine by a qualified engine builder. In the case that the engine should be disassembled, Selinsgrove Speedway shall be responsible for the cost incurred presuming such engine is deemed legal by Selinsgrove Speedway sprint car rules. If said engine is determined illegal according to Selinsgrove Speedway rules, the competitor shall be responsible for all costs to disassemble the engine. In addition, if found not legal, competitor shall forfeit all points for the race year, shall be fined \$2,000 (two thousand dollars) payable to Selinsgrove Speedway and shall be ineligible to race for the remainder of the current racing season.

V8, cam in block, small block motors only. Big block motors prohibited.

Maximum engine capacity of 410.000 cubic inches. No tolerance.

Front magneto/distributor drive blocks are prohibited. Only cast blocks and heads permitted. No billet machined blocks or heads.

Only normally aspirated motors are permitted. No turbos, superchargers or forced induction of any description will be permitted.

All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder. Magneto ignitions only. No multiple coil-pack ignitions allowed. Cylinder bore size shall not exceed 4.165.

Only 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one (1) nozzle must be placed in the injector.

No titanium headers, crankshafts, rods or rod caps will be permitted. Stainless steel headers permitted.

Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan or pan must be pulled for inspection.

Maximum throttle bore as measured at the butterfly may not exceed 3.000 inches diameter. Only butterfly and shaft throttle body styles with circular bores are permitted. No carbon fiber intake manifolds, cylinder sleeves, oil pans, injector stacks or injectors allowed. The engine shall not exceed

410 cubic inches. A random cylinder will be pumped to verify the cubic inch limit. Double overhead cam engines, Dart or Buick heads are not permitted. No turbine driven, turbos or blowers, and no offset motors are allowed.

Traction control devices are strictly prohibited.

The use of electronic logic processors (this includes traction control devices) to control any function of the race car, and/or any system for continuous gathering of data from any function of the race car for which intended use is computer downloading, is strictly prohibited. Computer operated and/or controlled parts, such as fuel injection, fuel systems, chassis adjusting systems, etc., will not be permitted at any time during any event. The use of any electronic remote and/ or wireless equipment capable of adjusting any equipment and/or function on the race car during any type of racing competition will not be permitted. (Exception: electronic or digital bleeders will be permitted but cannot be remotely controlled.)

2-way communication devices in or attached to the race vehicle or on the driver's person will not be permitted. Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or to the driver's person will not be permitted (including cellphones or smart watches). Antennas will not be permitted in or attached to the race vehicle or carried by the driver. All forms of a vehicle position system (GPS) will not be permitted. Only approved lap timing and/or lap time recording devices (transponders) will be permitted. Gauges to monitor engine conditions are permitted at the discretion of officials. All electric gauges whether analog or digital, except tachometers, will only be permitted. Tachometers will be permitted to record engine RPM for recall. Electronic Dash Modules will not be allowed. All additional wiring harnesses related to electronic dash modules or any other type of data acquisition must be completely removed from the race vehicle during an event.

Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Canted or splayed valve cylinder heads must be approved prior to introduction into competition.

The following Xtreme 30 Spark controllers from Xtreme Products have been approved for competition: Xtreme 30 Short-2 and Xtreme 30 Long-2

TIRES & WHEELS:

The altering of any tire compound by any means is prohibited. We reserve the right to sample and send tire samples out for testing.

Right rear wheel maximum is 18 inches and left rear maximum is 15.25 inches.

No plastic or carbon fiber wheels permitted.

Only steel, wheel cover fasteners will be allowed.

Wheel covers: it is highly recommended that wheel covers have a minimum of 5 mounting points. However, both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: Wheel covers having a minimum of 5 attachment points may continue to use steel dzus fasteners. Said dzus fasteners must be made of steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16", flanged steel bolt and an approved fastening (nut assembly) system.

ALL factory sidewall markings must remain intact and visible at all times.

NO grinding, buffing, altering, or attempts to alter any sidewall designations or markings is permitted.

Cars found to have an unapproved tire(s) or an illegal tire(s) will cause the car and driver to be

disqualified.

If discovery is made during any race or time trial or during any post race or time trial technical inspection, the car and driver will be disqualified, scored last for that race or given no time for time trial. Both car and driver will also forfeit any and all championship points, awards and prize money for the individual event in which the infraction was found.

FUEL & TANK:

No fuel additives, including but not limited to, nitro, nitro methane or nitrous oxide injection are permitted. Only pure methanol or other approved fuels may be used.

A fuel cell with a bladder and foam must be used. These cannot be altered or modified and must be one-piece construction of cross-link polyethylene plastic..

WINGS:

No car will be allowed to compete without a top wing.

No car will be allowed to start, re-start or continue an event if one or more top wing side panels are missing.

Top Wing:

Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed.

Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be 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. Top wing must not extend beyond outside of rear tires

Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.

No foils or rudders will be permitted anywhere on the top wing.

Flat Top style (only) can have a 2" maximum removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.

The 12" section located at the rear of the Center Foil must not have the belly/curl arm out of proportion with the rest of the center foil. 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 the 48 inches from the leading edge. As measured on a 12 in straight edge. The belly at 6 inches from the rear of the center foil may not be deeper than 1/2". There is zero tolerance on this 1/2" specification. (This 1/2" measurement ensures the belly/curve arc is gradual.) The belly/curve arc must start with the radius of the center foils leading edge and shall not exceed a depth of 2 1/2 inches.

RECOMMENDED - IF USED MUST MEET THE FOLLOWING SPECIFICATIONS (May be required for Sanctioned events. Check sanctioning body rules)

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 TPost designs are shown below:

Front Wing:

Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90 degree angles.

Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

A maximum 2" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.

Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.

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.

Center Foil must be one piece. 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 Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.

No moving parts permitted on or in foil structure. No rudders or fins allowed.

The 5" section located at the rear of the front foil must not have a belly/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. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print 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).

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. Front foil thickness cannot exceed 3.6 inches..

Side Board Panels

All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used. No adjustable bracing allowed.

No aero elliptical brace material permitted.

No brace or support shall resemble a wicker bill or a split wing.

Side boards must be mounted square to the center foil and parallel to each other. No kick-out allowed.

Front

Front side boards maximum 12 inches tall and 26 inches long with no more than one-inch overhang from the center foil front edge to the side board front edge.

Side boards may have front, back, top and bottom turnouts of no more than ½ inch.

Top

Top wing side boards maximum size, 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90° angle with no variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.

Panels must be of one-piece construction.

Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90° angle to the flat portion of the side panel.

MISCELLANEOUS:

No mirrors of any kind may be used.

The use of electronic logic processors including any traction control devices to control any function of the racecar, and/or any system for continuous gathering of data from any function of the racecar for which the intended use is computer downloading is strictly prohibited. Penalty is loss of driver/owner points for the season and loss of all earnings from the event that the infraction occurred.

RADIOS/TRANSPONDERS:

No radios (one way or two way) or other means of electronic communications between the driver and anyone other than track officials is permitted.

All drivers are required to use a receiver capable of receiving frequency 454.000 for one-way communications from track officials.

Sprint Cars are required to use transponders. Rental units are available from the speedway.

Transponders for Sprint Cars should be mounted on the right front gusset directly behind the front torsion tubes (or equivalent) of the car.

Transponders must be mounted in a vertical position pointing straight down and as close to the ground as possible. There cannot be any metal, carbon fiber or other material that would deflect or block the signal between the transponder and the ground.

Transponder should not be mounted within 12" of any device that generates, transports or stores electric or magnetic energy (individual race cars may require a greater distance or shielding).

Transponders/brackets should be riveted, wire tied or clamped to the mounting point with additional wire ties, clamps or other securing devices encompassing the entire mounting point / bracket / transponder for additional security.

Speedway is not responsible for lost/damaged transponders. Damaged/Lost units rented from Speedway are the responsibility of renter.

It is each race team's responsibility to assure that the transponder they are using is mounted properly and in working condition at all times car is on track.

PERSONAL SAFETY EQUIPMENT:

General

Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.

Seat Belts

Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer. A seven-point harness is recommended.

Seat belt webbing that comes into contact with any sharp or metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.

It is the responsibility of the driver, not Selinsgrove Speedway Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used. Protective Clothing

Protective Clothing

All drivers will be required to wear a fire-resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

Each driver should also wear fire-resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3.3 label. Gloves are mandatory.

Helmets

All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/ or a valid SFI 31.1/2005 label.

The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.

If a head and neck restraint system is connected it should conform to the manufactures mounting instructions.

Head and Neck restraints are strongly recommended.

Other Strongly Recommended Safety Items

No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.

Windshield screens with a minimum of .090-inch screens must be securely fastened.

A marked electrical kill switch in reach of driver.

A marked fuel shut off valve in reach of driver.

Drivers must wear a full-face helmet.

It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent.

Arm restraints are suggested.

Flame retardant seat, roll bar, knee and steering pads or padding are recommended.

Drive line u-joint scatter shields.

Tie rod studs recommended to be steel.

The following specifications on Seats, Front Axles and Torsion Arm Stops have been adopted by the World of Outlaws and are highly recommended for Sprint Cars competing at Selinsgrove Speedway.

Seats

Aluminum and/or carbon fiber-type seats will be permitted. All seats must be mounted to the frame as required by the seat and chassis manufacturer. All seats must be installed and used in accordance with the manufacture instructions. All seats must meet SFI 39.2 seat construction standards.

The driver's left side head rest / helmet surround, must extend at least 4"-inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.

An approved driver's cockpit net is mandatory for the left side if the Helmet head rest/helmet surround is less than 7"-inches forward from the back of the seat. The net must be a minimum of three (3) ribbons and meet the SFI 37.1 specifications, installed per the manufacturer's specifications.

A right side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms.

Torsion Arm Stops

On both sides of the front torsion bar. The retainer may be of the rod-type with a securing cap or torsion bars utilizing snap ring retainers or threaded caps

Torsion arm stops must be installed and used in accordance with the manufacturer's instructions.

Other Suggested Safety Equipment:

Knee pads or padding around steering.

Flame retardant underwear.

Flame retardant head sock.

Flame retardant foot socks.

Neck collars.

Headrest padding.

Right/Left side head net or support with quick release capabilities.

Head and Neck Restraint System (HANS, Hutchens, D-Cell or other brand)

Securely mounted fire extinguisher within reach of driver.

***Note - these rules are subject to change during the racing season. ***

The officials interpretation of these rules is FINAL.

Variations from any specification or rule must be approved by the speedway tech officials.

All cars are subject to technical inspection at any time. Refusal to allow technical inspection may result in disqualification and loss of points and prize money for that event.

PROTESTING SPECIFIC COMPONENTS ON ANY RACE CAR:

Only a driver from that particular race may protest a component on another competitor's car. Any specific engine, rear end, suspension components, etc., of any driver's car may be protested by any driver in that feature after the race for **the amount designated** in terms of cash. All parties concerned shall be bound by decisions rendered by speedway management or tech officials. All measurements will be with Selinsgrove Speedway equipment or authorized agents.

PROTESTED ITEM: The protester may only protest **ONE** specific component

TIME OF THE PROTEST: The protester's written protest clearly state the name of the driver making the protest, the name of the driver being protested and the component they are protesting. The protest must also be signed and dated. The written protest **MUST** be accompanied by a full payment

of **\$500.00** in cash and must be presented to the division's tech inspector NO later than **fifteen (15) minutes** following the finish of the race. A driver may protest only the driver finishing directly in the position in front of him and on the lead lap. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Technical inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee.

CHECKING THE PROTEST: After the technical inspector has completed his/her normal post race inspection(s) then and only then will the protest process begin.

Along with tech officials the only persons permitted in the tech area are the driver and one crewmember from the car going through the protest tech process. Tech officials may permit a second crewmember to assist if they deem it necessary.

THE PROTESTER'S CAR WILL BE CHECKED FIRST FOR THE LEGALITY OF THE SAME COMPONENT FOR WHICH THEY FILED THEIR PROTEST.

WHEN THE PROTESTER'S CAR IS FOUND TO HAVE AN ILLEGAL COMPONENT: After inspection, if the protester's car is found to have an illegal component, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of Speedway Management. The illegal parts will also be confiscated by speedway management immediately. The protest money will be forfeited and kept by speedway management for distribution as they see fit.

If a decision at the track cannot be made, then the component will be kept for further testing and validating at the discretion of speedway management until a final decision on legality can be determined. The protested component may be sent to an independent tester at the protester's expense for review.

It is the driver's duty to prove his legality, not the tech official's duty to prove the violation. Only the protested component may result in a disqualification during the protest process – no other components will be considered regardless of their legality.

If the component in question on the protester's car is found to be illegal the car being protested WILL NOT be checked.

WHEN THE PROTESTER'S CAR IS FOUND TO HAVE A LEGAL COMPONENT: After inspection, if the protester's car is found to have a legal component, the car being protested will be checked.

REFUSAL OF A PROTEST: If the driver of the protesting car does not allow inspection under these terms, he or she will be disqualified, forfeit the protest fee to speedway management, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by Speedway Management. The car being protested will then NOT be checked.

WHEN THE PROTESTED CAR IS FOUND TO HAVE AN ILLEGAL COMPONENT: After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of Speedway Management. The illegal parts will also be confiscated by speedway management immediately. The protest money will be returned to the team filing the protest.

If a decision at the track cannot be made, then the component will be kept for further testing and validating at the discretion of speedway management until a final decision on legality can be determined. The protested component may be sent to an independent tester at the protester's expense for review.

It is the driver's duty to prove his legality, not the tech official's duty to prove the violation. Only the

protested component may result in a disqualification during the protest process – no other components will be considered regardless of their legality.

WHEN THE PROTESTED CAR IS FOUND TO HAVE A LEGAL COMPONENT: After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less a **\$100.00** inspection fee and shipping charges (if any as determined by Speedway Management).

REFUSAL OF A PROTEST: If the driver of the protested car does not allow inspection under these terms, he or she will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by Speedway Management.

SCORING PROTESTS: Only the driver or car owner may protest to the scorers and only after all racing is completed for the evening. Scoring protests may be verbal and do not require a protest fee.