



2023 Silver Dollar Speedway 360 Sprints Rules

SDS-360-01102023.2

THIS BOOK IS EFFECTIVE January 30, 2023 SUPERSEDES ALL PREVIOUS RULES

Interpretation of these rules or amendment to these rules may be made at any time. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.

RULE BOOK DISCLAIMER:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Referee's decision is final.

Code of Conduct

1. Code of Conduct is defined as all teams and their associates will promote sportsmanship. Violations may be viewed as, but are not limited to, verbal representation, written representation, electronic representation, social media and/or any representation that may represent the sport of Sprint Car Racing and/or Motorsports in general and/or any affiliates. Fines and/or suspension can and will be imposed. **WHAT YOU SAY HAS WEIGHT, WHAT YOU TYPE HAS MEANING, WHAT YOU DO HAS CONSEQUENCES.**

GENERAL PIT REGULATIONS

1. Any person (including owner, driver, or pit crew member) entering the pits must sign the Release & Liability Waiver Form and receive a wristband. While doing so, you enter the pit area at your own

risk. All persons entering the pits must be 18 years of age. Without wristband you will not be allowed to remain in the pits, absolutely NO EXCEPTIONS!

2. Persons under the age of 18 entering the pits must sign the Release & Liability Waiver Form as well as a Minor's Release signed by a parent or Legal Guardian and Notarized. It is advised that you check with each individual track with regards to age restrictions in pit area.
3. Competitors 14 - 15 years of age must be approved by tracks approval in order to compete.
4. Anyone entering an area other than their own pit area, and should a disturbance of any kind occur, said party or parties not in their respective pit area will be considered to be at fault for causing the disturbance and could be subject to fines and/or suspension may be fined \$150 first offense and the second offense will double the fine (\$300) and will include an automatic three-race suspension.
5. Four wheelers, ATV's or scooters are not allowed on the race track or the edge of the race track during an event, in all areas (race track, pit area, etc.) four wheelers or ATV's must be operated in a safe and sane manner and should not exceed 10 MPH, ALL FOUR WHEELERS AND ATV'S MUST HAVE THE CAR NUMBER THEY ARE ASSOCIATED WITH IN A LEGIBLE MANNER SO THEY CAN BE IDENTIFIED AT A DISTANCE. CAR OWNERS WILL BE RESPONSIBLE FOR THESE VEHICLES AT ALL TIMES, THIS ALSO INCLUDES MOTORCYCLES AND MOTOR DRIVEN BIKES!!!
6. Notice must be given to track officials of any driver change prior to an event. Driver changes are not allowed once a car has qualified for that event or in a Draw Show the pill has been drawn which qualifies the car.
7. Car owner changes will not be allowed for the purpose of gaining car owner points. (Car owner points for Registered car number – example car number 100 can not run car number 120 if car 120 is not running that event to gain points for car 120 owner).
8. NO changing of car numbers at the track will be permitted. The exception is by officials for scoring purposes by adding a letter to a number.
9. No Participant shall enter the scorer's tower or flag stand during the racing program. Anyone entering the tower or flag stand without being invited to do so can be fined, disqualified and/or suspended at the discretion of SDS officials. This rule pertains to drivers, all crew members, car owners and family members.
10. No race car shall be allowed on the track until the track has been opened for practice.
11. All cars will be required to pack the track. If you don't pack the track you will not hot lap.
12. No hot lapping on track unless given the go ahead by the officials on the track. This is a safety issue with personnel or vehicles on track.
13. Any flat tire with wheel touching the race surface will be black flagged (safety item) at the discretion of the officials. A flat left front will be given consideration depending on severity of damage.
14. Any car with damaged wing or body parts deemed to be safety related will be black flagged (safety item) at the discretion of the officials.
15. Any car considered a hazard will be BLACK flagged from the track. Disobeying the BLACK flag, will result in being scored in last place and a possibility of fines.
16. Any driver intentionally causing a delay in a race or the racing program is subject to immediate disqualification as well as the imposition of fines or penalties.
17. Use of a race car as a weapon, or in an obvious attempt to hit another car or person will be automatically expelled from the facility (*Minimum \$1000 peace bond for the remainder of the season if allowed back at all*)
18. No one other than a track official is allowed on the track at anytime during a caution or red flag period, (See red flag rule) Any crewmember or persons going onto the track during a caution or red flag period to offer assistance in any way to a car or driver, with the driver requesting, encouraging or

otherwise signifying his approval, will result in the car associated being penalized one lap at the discretion of a SCCT official.

19. **At NO time shall anyone run across the track while a race is in process.** No one will be allowed in the infield except track personnel.
20. Interference with emergency personnel or officials on the race track will be fined \$100.
21. Excessive speed or reckless driving in the pits will incur a \$25 fine for the first offense and \$50 fine for the second offense, followed by suspension from the pit area (this includes support vehicles). Pit speed limit is **10MPH**.
22. If a dispute arises **ONLY** car owner or driver has the right to approach the official and discuss the issue in a calm and professional manner.

CHASSIS

1. Open to any sprint car chassis 1984 to present.
2. Wheelbase minimum of 83". Maximum wheelbase 90"
3. Motor, body, seat and fuel tank must be mounted to the centerline of the chassis.
4. Rear-engine cars will not be permitted, No offset is allowed.
5. Chassis should be provided with a minimum of 4 mounting points to securely mount the seat as specified by seat and chassis manufacturer.
6. No champ dirt cars. No elliptical (oval shaped) tubing used on or as part of the main structure. 7. Roll bars shall be of the full cage type, see rule 4E for material measurements
8. All "T" intersection must be gusseted and welded on both sides.
9. Cage to be above driver's helmet by 2".
10. The maximum width that is permitted for the opening at the top of the roll cage is 27 inches. No bracing that would prevent the driver's ability to exit through the opening or inhibit safety/rescue crew's ability to extract the driver will be permitted in the center of the top cage.
11. You may be asked to drill 1/4" hole in roll cage for inspection purposes.
12. All roll cage top horizontal bars, rear vertical bars, and side horizontal bars from top to shoulder height shall be padded with the minimum of 1/2" thickness etha-foam #220 or equivalent for driver/safety crew safety.
13. The technical official or race committee must approve all roll cages.
14. The following measurements are minimums. Only those areas indicated will be subject to technical inspections.

a. Suggested material:

- i. 4130 normalized.
- ii. TOP RAILS: 1 1/2" x .095"
- iii. BOTTOM RAILS: 1 3/8" x .095" or 1 1/2" x .083" iv. ROLL CAGE UPRIGHTS: 1 3/8" x .083"
- v. ROLL CAGE TOP CROSS MEMBERS: 1 1/2" x .095"
- vi. UPPER RAILS: 1 3/8" x .083"
- vii. REAR END SAFETY BAR (mandatory): 1" x .083"
- viii. BRACE: 1 1/4" x .065

15. CHASSIS SAFETY (UPDATED IN 2022)

Diagram 1

#1 Support Bar

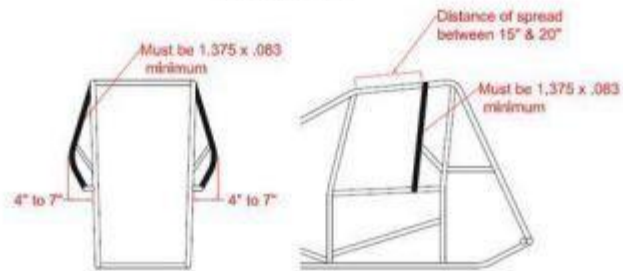


Diagram 16.12.1
By Tom Devitt

Diagram 2

#2 Support Bar

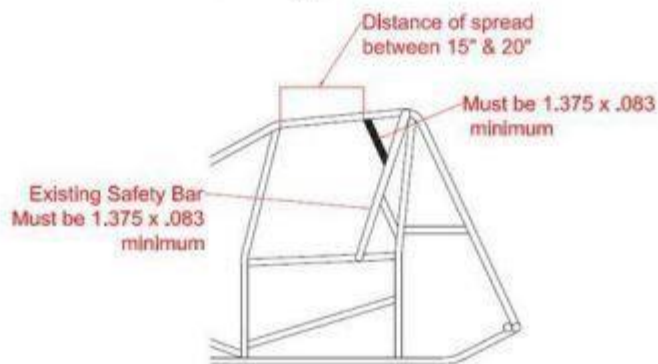
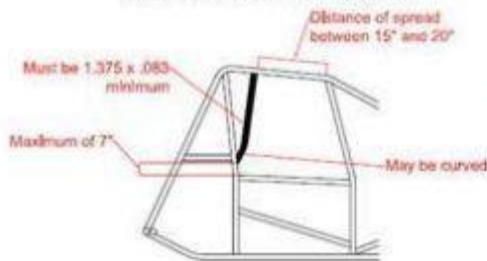


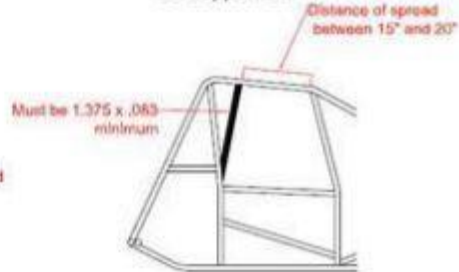
Diagram 16.12.2
By Tom Devitt

Diagram 3

#3 Support Bar Curved Option



#3 Support Bar



Drawing 16.12.3
By Tom Devitt

BODY/GENERAL APPEARANCE/AERODYNAMIC DEVICES

1. Body/chassis must be well maintained. All cars should have at least one number on both sides of the tail tank and on the outsides of both top wing side panels. Suggested to have a number on the center of the top wing foil. Minimum size of number 18" tall 2" wide and contrasting color of car. Number must be legible and LARGE ENOUGH TO BE EASILY READ FROM THE SCORING BOOTH, NO EXCEPTIONS.
2. All cars will be required to run a full sprint appearing hood. Hood must extend to the front torsion tubes or a similar location on Coil over cars. While the hood may be a multiple piece design, it must appear to be one continuous piece.
3. Only Sprint look/look-alike bodies, tails and hoods will be permitted.

4. No side foils, rudders or panels are to extend beyond rear cage support bars on any side.
5. No body pieces to extend beyond or underneath front torsion tube with the exception of the hood.
6. No Gurney lips or turnouts are permitted on any body panels. No wedges or foils underneath race car.
7. Sun shields cannot restrict driver vision.
8. 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.
9. Frames identical to the Maxim "Big Max" frame may be fully paneled but paneling may not extend rearward of the rear rails.
10. Firewall to be a solid material and fit between the engine and the driver. Access holes may be drilled for wiring and linkage.
11. Floor pan must extend from the firewall to the front of the driver's seat. Constructed of steel or aluminum.
12. Mirrors, two-way radios or electronic communications between driver and other team member is not allowed. Manual signaling of any kind including LED lights, sign boards or other devices are not allowed.
13. A kill switch is required within easy reach of the driver and Safety Crews. It must be clearly labeled "ON" and "OFF".

WINGS Top Wing - Flat Top

1. 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° angles with no variance allowed. Center foil top is to be flat from front to back and side to side.
2. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
3. 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.
4. 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.
5. 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.

Side Board Panels Top Wing

1. 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.
2. No aero elliptical brace material permitted.
3. No brace or support shall resemble a wicker bill or a split wing.
4. Side boards must be mounted square to the center foil and parallel to each other. No kick-out allowed.
5. 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 foil leading edge.

6. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom. 7.

Front Wing

1. 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° angles.
2. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
3. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20".
4. 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.
5. Center Foil must be one piece. No split or bi-wings will be permitted.
6. 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.
7. 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.
8. No moving parts permitted on or in foil structure. Rudders or fins are not allowed.
9. 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 1/2 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 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).
10. 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 foils leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

Side Board Panels Front Wing

1. Front side boards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the centers foil front edge to the side board front edge.
2. Side boards may have front, back, top and bottom turnouts of no more than 1/2 inch.

SUSPENSION AND STEERING COMPONENTS

1. Any conventional torsion bar or coil-over suspension is allowed. Combining the two is allowed.
2. Independent rear suspension is not allowed.
3. Straight front axle only. Aluminum or Titanium front axles are not permitted.
4. Front anti-roll torsion bar assemblies (sway bar) are not permitted.
5. One shock per wheel. No cockpit adjustable shocks
6. Quick release steering wheel mandatory
7. The only device adjustable from the driver's cockpit or drivers reach will be one (1) top-wing slider mechanism. Said slider is to be one dimensional and allow for forward and backward movement only.
8. Drag links must be made of 4130 steel a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches. Tie Rod and Left Front Radius Rod must be 4130 steel with magnetic steel rod ends. Swaging of the tubing for Tie Rod and Drag Link will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.

9. Torsion arm retainers will be mandatory on both sides of the front torsion bar. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm stop design.
 - a. The following Torsion Arm Stop(s) have been approved for competition;
 - i. Moose Block 1200 Retainer Kit
 - ii. All-Star Performance All Star 10730 Retainer
 - iii. CBT Wedge Bolt (expanding mandrel)
 - iv. Butlerbuilt Mandrel
 - v. KKR grove and clip
 - vi. Kaeding Clip
 - vii. DMI – T-REX (Torsion Restraint Express System)
 - viii. Schroeder Part Number: “BARS” (for Schoeder bars with relief in ends)
 - ix. Schroeder Part Number: “RWLAR” (Wedge Lock)
 - b. The approved Torsion Arm Stop may be revised from time-to-time with additional approvals and/or other changes to the approved list.
10. Kingpin tethers are mandatory and will be required to be installed by May 1, 2019

The following kingpin tethers have been approved for competition:

- a. Amick #AA-103-(length)
- b. Crow #SP-54 or #SP-57
- c. Buttlerbuilt #BBP-4924

The approved kingpin tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.

11. Axle Tethers

- a. Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a “kingpin to kingpin” tether that will attach to the axle clamp/band or pass through the loop of wrap style axle tethers. 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. 2019 will be the last year “bolt to bolt” radius rod axle tethers will be allowed. January 2021 all axle tether systems must clamp to or wrap around the axle per the manufacturer’s instructions.

WEIGHT

1. Minimum weight 1525 lbs with the driver fully suited in the car at any time before, during or after the racing event. ASCS head engine will also be 1525 lbs with the driver fully suited in the car at any time.
2. All added weight should be in block form or formed to frame, painted white, with the car number on it. Bolt on weight is permitted but must be securely installed on the car's' basic framework and must be located in the area between the bottom frame rails and axles but mounted no higher than the upper rails. **No one piece can weigh over 20 lbs.**
3. Weight cannot be added, moved, or replaced during yellow or red flag conditions.
4. Any car weighing light after the heat races or feature event will be scored and paid for last place. This includes not stopping at the scales after an event when required.

5. Except for extenuating circumstances drivers must remain seated and inside the frame rails until weighing is completed. Violation may result in disqualification from the racing event for which the car is being weighed.
6. You will be DNQ if you are below the minimum weight after qualifying, and would be placed at the back of the heats or of a non-qualifiers race, whichever applies.
7. Please **Do Not Drive** on scales, all cars weighing will have a crew to push car on & off scales.

ENGINE

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
2. Cast iron blocks:
 - Aluminum heads are permitted
 - Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception, no rollover
 - No overhead cam type motors or multi valves per cylinder heads permitted.
3. All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder.
4. Only normally aspirated motors are permitted. No turbo, superchargers or forced induction of any description will be permitted.
5. No titanium cranks or rods.
6. Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1 inch pipe plug. If a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull the oil pan for inspection.

INJECTORS

1. Only one nozzle per cylinder. No down nozzles, no injection nozzles drilled directly into the head and no computerized injection. Injectors to be individual stack per cylinder design and shall not exceed 2-3/16" maximum inside diameter. Larger injectors may be used, but sleeves a minimum of three inches in length must be installed in the stack above the butterflies. No relief hole may be drilled above the butterflies on any injector. Throttle body or plenum type injector is not allowed. If Ford or Chrysler engines used injectors must be restricted to 2" inside diameter and 3" in length.
2. No electronic computers or computerized injection.
3. A minimum of two throttle return springs must be used to close the throttle.
4. Must have a toe strap on the throttle pedal.

IGNITION

1. Magneto type or MSD type ignition is allowed. 2. Traction control devices are strictly prohibited.
3. **Traction control devices of any type are NOT permitted at any time, during any event.**
4. **Any team found with a traction control device in any pre and/or post-race inspection will be disqualified from that event and face the following penalties:**
 - \$10,000 car owner fine
 - \$10,000 driver fine
 - Banned/suspended for a minimum of one calendar year.
5. **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.**

6. Cars must have a clearly marked ON/OFF ignition switch within reach of the driver and visible to rescue workers.

FUEL

1. RACING alcohol only. No Nitro or Nitrous Oxide.
2. NO ADDITIVES. Including oxygenated additives of any kind. SUBJECT TO INSPECTION AT ANY TIME.
3. Specific gravity is not to exceed .795 or within (plus or minus) .10 of standard track fuel sample.
4. Fuel systems must have a shut off device within reach of the driver. A Waterman Shut-off System is recommended for additional safety.
5. All fuel lines and filters will be securely and safely mounted to the satisfaction of the officials or race committee. NO EXCEPTIONS.

FUEL CELL

1. FT3 and SFI 28.1 certification fuel cells are recommended. All fuel cells must use a bladder membrane.
2. Suggested fuel cell capable of 75 combination Green & Yellow flag Laps.
3. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plate or the nut plates bonded into the fuel bladder.
4. Mounting fuel tank to chassis: All mounting points must have inner and outer plates attached to the shell or use mounts molded into the tank. The plates must be of adequate size to ensure the tank being secure to the chassis. All tanks will have four different mounts to the cage.
5. Tank vent MUST have a check valve.
6. All fuel cell mounts subject to safety inspector's or race committee approval.
7. Any car leaking or spilling fuel will be BLACK-flagged.

RADIATOR

1. Must be in front of the engine.
2. ANTI-FREEZE is NOT ALLOWED.
3. WATER WETTER & WATER SUGGESTED

DRIVE-LINE

1. All drive trains must have a drive-line or rear end coupler system (to disengage rear end from engine). Torque arm drive-lines are not allowed. All drivelines must be enclosed and have no more than 1 u-joint and that u-joint must be at the front of the driveline.
2. Buckley Yokes OK.
3. All cars must utilize either a drive-line strap or a driveline hoop restraint constructed of .065 inch steel either welded or bolted to the chassis. Metal hoop restraints must react positively to magnet testing. The rear crossmember used for mounting the steel driveline hoop must be constructed of .083 inch steel.
4. A drive line containment system is mandatory; either a steel torque ball housing made of a minimum .120 wall thickness magnetic steel attached to the firewall with steel and/or titanium bolts and/or a torque ball u-joint containment blanket is recommended to shield revolving parts within the cockpit.

REAR END

1. Any conventional quick change rear end is allowed with a maximum 2" offset.

BUMPERS

1. Bumpers and nerf bars must be sprint car type bars and securely bolted to the chassis with minimum 3/16" or 10/32" threads bolts. Bumpers and nerf bars will be constructed of no less than 1" O.D. and .065 wall thickness. Side nerf bars may have a triangular or 4 point configuration and may not extend outside rear tires.
2. The front bumper may not extend more than 8 inches from the frame or 23½ inches from the center of the front axle to the front of the front bumper.
3. All body parts, bumpers and nerf bars must be securely attached pop-rivets, cotter pins and wire ties will not be permitted.

TIRES

A. Only the following designated Hoosier Racing Tires will be permitted for competition on all four (4) positions of the racecar at all Silver Dollar Speedway events.

a. The designated tire(s) will be available in the following compounds:

1. Front:

1. 85/8.0-15 D12, D15, D20

2. Left Rears:

1. 15.0/90-15 H12

1. 15.0/90-15 RD12

1. 15.0/92-15 D12A

2. 15.0/92-15 H12

2. 15.0/92-15 RD12

2. 15.0/93-15 D12A

3. 15.0/94-15 H12

3. 15.0/94-15 RD12

3. 15.0/94-15 D12A

4. 15.0/95-15 H12

4. 15.0/96-15 RD12

4. 15.0/96-15 D12A

3. Right Rears:

1. 105/16.0-15 H15, Medium, D15A

4. NO HTW right rear Tires will be allowed

B. No tire preps or softeners allowed.

WHEELS

1. Any aluminum, steel six-pin or spline wheel are OK. Any wheel offset is allowed.
2. Maximum wheel width: Left Rear 15", Right Rear 18", maximum wheel diameter 15"
3. Bead locks on all wheels recommended.
4. Plastic, Titanium or Carbon fiber wheels are not allowed.

BRAKES

1. Minimum left front and left inboard rear brake system. Front and rear brakes must work at the start of the event. Rear brakes must work at ALL times. Additional rear brake OK.
2. Steel, cast iron, aluminum or titanium rotors only. Carbon fiber rotors are not allowed.
3. No copper or plastic brake lines.

EXHAUST

1. Mufflers are mandatory.
2. Mufflers to be securely fastened.
3. Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification (Black Flag).
4. We will make every effort to inform you if your car is running loud during hot laps, but it is your responsibility to check with the Pit Steward to make sure you were not loud during qualifying. To

make sure you receive as much time as possible to repair sound problems during qualifying, each car should have a crew member check with the steward after their qualifying run.

5. Track DBA requirements must be met 95 dba @ 100'. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE ENFORCED.
6. **FLOWMASTER MUFFLERS 53545-10** are approved with turn downs. If it is found that you have tampered with the FLOWMASTER Muffler, you will be subject to 1 race suspension and \$250 fine.
7. The large Spin Tech Muffler (Super Stock 1000 part #1545) are approved with turn downs. If it is found that you have tampered with the Spin Tech Muffler, you will be subject to 1 race suspension and \$250 fine.

SEATS

1. 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.
2. Headrest (behind the head) should include padding.
3. Seat should be mounted in 4 places to the chassis with a minimum 5/16" steel bolt and nut.
4. Mounting hole in the seat must have a 2" diameter mounting plate with a minimum .060".
5. Positively no homemade aluminum, plastic or fiberglass seats will be allowed.
6. A right head net or support is highly suggested - head nets must be equipped with quick release mechanisms.
7. Full containment seats are highly recommended.

RACECEIVERS 1. RACECEIVERS ARE MANDATORY

TRANSPONDERS

1. AMB TRANSPONDERS ARE MANDATORY
2. AMB TRANSPONDERS | www.amb-it.com

SAFETY BELT REQUIREMENTS

1. 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.
2. Seat Belts: Each car is required to 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 quick release seat belt and shoulder harnesses no less than 3" wide and submarine belt (crouch) are mandatory 2" wide shoulder harnesses for Hans device ok). Maximum of two year old belts. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety. **A seven-point harness is recommended.**
3. 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.
4. It is the responsibility of the driver, not the Track, 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
5. All belts must be mounted per manufacturer directions to the roll cage separately from the seat.

6. Belts must come from behind the driver. The mounting position is important! Shoulder belt should be mounted approximately 4" below the shoulders. The lap belts mounting should be the same width of the driver.
7. Harness/belts must be worn at all times when the car is on the track.

SAFETY

1. Full face helmets are required, with at least a valid SA 2010 or better Standard Snell label at all times on the track or when the car is fired.
2. The driver is required to wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
3. Neck collars or HANS type device required. HANS type devices are highly suggested. If a head and neck restraint system is connected, it should conform to the manufacturer's mounting instructions.
4. Helmet and face shield must be worn at all times while operating a car on the race track. No goggles permitted.
5. Each driver is required to wear a fire resistant uniform meeting the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label.
6. Each driver is required to 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 label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, shoes, are mandatory.
7. Nomex-type or equivalent hood socks or skirts are mandatory.
8. Nomex-type or equivalent socks, underwear are highly suggested.
9. Quick release steering wheel mandatory
10. Arm restraints are mandatory
11. Flame retardant roll bar padding, knee and steering pads or padding required.
12. Suggested driver's left side headrest / 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.
13. No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
14. Rock screens optional with a minimum of .090 inch screens and must be securely fastened.
15. A marked electrical kill switch in reach of the driver.
16. A marked fuel shut off valve in reach of the driver.
17. Flame retardant seat padding is suggested.
18. Driveline u-joint scatter shields is highly suggested

INJURIES/MEDICAL

1. Any person who has been injured at a SDS event and has a claim on file with SDS and is under treatment by a doctor cannot enter pits. If an injured person should be injured again before being released; the insurance company will not pay for the second injury.
2. Any driver, who has received an injury, cannot compete until a signed medical release from their attending doctor is given to the Director of Competition or any promoter.
3. A medical examination of any and all drivers may be requested as needed by officials.

FIRE CONTROL

1. A fire suppression system that meets the SFI 17.3 specification must be installed and functional in all race cars at all times when competing at Silver Dollar Speedway by May 1, 2023.

2. The fire suppression system must include a thermal trigger and a manual trigger, both mounted in the driver's compartment. The thermal trigger must be in the lower area of the drivers compartment forward of the seat near the area of the fuel pump. A minimum of one nozzle must be mounted in the lower area of the cockpit forward of the seat.
3. The DOT approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions and the discretion of Silver Dollar Speedway officials. The cylinder must have a minimum capacity of 5 lbs.
4. The system must be fully charged and display a legible and valid SFI 17.3 and manufacture label, easily viewable at any time by the officials. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
5. If a nozzle is connected to the cylinder with a line, the line must be steel or steel reinforced and must be triggered at the end of the line.

Approved Manufacturers

- Lifeline Fire & Safety USA, 540-251-2724
- Safety Systems Inc. (Firebottle), Ft Myers, FL, 239-995-6300
- Spa Technique Inc. Indianapolis, IN 317-271-7941
- Safecraft Safety Equipment, Martinez, CA, 800-400-2259

SAFETY INSPECTION

ALL CARS MUST PASS SAFETY INSPECTION OR YOU WILL NOT BE ALLOWED TO COMPETE.

Car inspection – All cars are subject to a safety inspection at any time or prior to taking part in any event, If the Chief Technical Inspector deems a car has not met the track safety standards, that car will not be allowed to compete until all the discrepancies and deficiencies are corrected. It is the responsibility of a driver, car owner and mechanic individually and collectively to have their car free from mechanical defects, and in safe racing condition and properly inspected prior to an event.

1. Safety Practices & Procedures – No driver shall compete in any event with head, hands or arms extended outside of the car, **NO PERSON OR PERSONS SHALL BE ALLOWED TO RIDE ON OR IN ANY RACE CAR AT ANY TIME.**
2. **FAILURE TO OBEY ANY OFFICIAL CAN AND WILL RESULT IN YOU AND YOU CAR BEING DISQUALIFIED, FINED, SUSPENDED OR POINTS TAKEN AWAY OR ALL THE ABOVE!!**

GENERAL RACE PROCEDURES, RULES & PENALTIES

1. A competitor will be allowed a maximum of two attempts to push off to start any race without working on cars and still retain their starting position. If there is a safety issue, stop and notify race official on the track. You must notify an official of the safety issue, do not go straight to the pits. **THIS IS A COURTESY DON'T ABUSE IT!!!**
2. Double file initial start in turn four at the designated area be it cone, line or both. In the event of a false start, the race will be called back by going yellow. Once the pace is set from the middle of the back straight all cars will maintain that pace until the start. If a car starts early, or if a car slows after the pace has been set and creates a bad start, one or both cars will be placed back one row by the call of the head official or director of competition. If we fail to get a good start after the third attempt, we will start in single file in turn four by the last adjusted line up.

3. A car will be given credit for green flag start, if that car was on the race track at that point of time when the caution lights have been turned off by the starter and the pole-car starts the race in turn four.
4. In the event of going red or yellow on the original green flag lap, we will revert to the original crossed-up lineup, with those cars involved going to the back and sliding rows forward to fill the order. No car will be allowed to gain more than two positions by sliding forward. If more than two positions are gained by sliding forward, officials will re-cross the line-up instead. (The cars involved will not be charged with this flag for the purpose of the two stop penalty).
5. Any car entering the track late, after line-up is good and ready to start, will go to the rear of the field, regardless of qualifying position. If they don't take the original green, they will not be allowed to run that race at all.
6. When caution is displayed on track, any car going into the pits will be allowed to restart at the rear of the field and not lose a lap, provided the race has not been restarted. No courtesy laps if you didn't draw the yellow (see yellow flag definition).
7. After the yellow flag has been displayed, cars will be lined up on all restarts based on the last lap completed when the leader passes the start/finish line except for those cars causing the yellow.
8. There will be NO deliberate beating or banging or rough driving. First offense will result in the car being put to the rear; Second offense will result in the car being black-flagged. Third offense will result in a two-race suspension. This will count for all offenses throughout the season – not per race. Contact with another car after the completion of the race will result in no less than a 2 race suspension and fines
9. Drivers must remain with their car anytime their car is on the racetrack and must assist the wrecker crew. If any driver leaves their car, they will be done for that event.
10. Re-entry, no cars are allowed to enter the racing area after the track and/or pace truck caution lights are turned off.
11. If unforeseen circumstances prevent the completion of the advertised distance, the race will be considered official after the halfway mark has been reached.
12. Cars that present to staging for any race will be awarded appropriate points and/or money for that race if they take the green flag or not. No alternate cars will be taken if all cars have been presented.

WHEEL-PACK

1. All cars to be in the push off area by posted time. Any car not in the push off area by posted time or time discussed at drivers meeting will be subject to 1 lap qualifying at the end. Officials must be notified if there is a mechanical problem. All cars will be required to pack the track until excused from track surface by officials. If you don't pack the track you will not have a hot lap.

STAGING RULE

1. All cars will be called up for staging no later than halfway through the race preceding theirs. The car and driver are expected to be in the staging lane, and ready to take the track by the end of the race prior to their event. The PA system is a courtesy and it is the team's responsibility to be in staging for any race.
2. All cars in the field, including transfers, will have to be in the staging lane (or area, depending on track) within the 5 minute time frame announced at the PIT board to retain their starting position in the race. This will normally be 5 minutes after the checkered flag drops on the preceding race, but can vary depending on program, infield presentations and racetrack.

RESTARTS

1. **Double file restarts only in A Feature. All A Feature events will go to single file restarts with 5 or less remaining laps.** All restarts will take place with the lead lap cars moved to the front of the field. All lapped cars will go to the rear of the field. The race leader will choose inside lane or outside lane. All odd position will follow leaders lane choice, and all even positioned cars will follow 2nd place car (ie; if the leader chooses the outside lane, 3rd, 5th, 7th, etc., place position cars will line up in the outside lane). The leader sets a consistent pace from middle of back straight and starts the race at a point of their choosing, between a cone in turn three and a cone in turn four. If a caution comes out on a double file restart we will revert back to last lap scored and will be a single file restart. Leader sets pace down back straight and restarts race between turn three cone and turn four cone. All cars must remain single file until they pass the front straight cone. Once your car passes this cone, you are under green flag conditions and free to pass.
2. Any cars going inside of cone, hitting cone or passing prior to the cone, will be considered a jump. The penalty will be two positions back for each car jumped at the next stoppage, or completion of race.
3. If the leader picks the pace up and then backs off before reaching the cone or line in an effort to stack up the field (brake checks), that will be considered a jump by the leader and the leader will lose two positions in a single file restart or one row on a double file restart.

FLAGS Green Flag

1. The green flag will indicate the start or restart of an event. After the cars are lined up in the correct order, the (yellow) traffic lights will be turned off; this indicates the race will start on the next exit out of turn four. In the event of a false or poor start, the yellow caution light will come on as the leaders reach the backstretch. The start will then be reattempted.
2. Driving through the infield under green flag conditions will result in a ONE lap penalty assessed at the end of the race at the discretion of the officials.

Yellow Flag NO RACING BACK TO THE FLAG STAND ON YELLOW FLAGS

1. A yellow flag condition is considered a race stoppage. Cars will slow to a pre race speed and maintain a single file line. Cars out of position will be advised by track officials where to line up.
2. If a pace truck is on the track, no cars are allowed to pass it without permission. Violators will be sent to the rear of the field and disqualified on the second offense.
3. Cars entering the work area during a yellow flag condition that complete the work before the race is ready to resume will be allowed to restart at the rear of the lineup. Line up will be in the order of the last scored lap.
4. **Cars involved in the race stoppage that go to the work area will be given two minutes to make repairs. The two minutes begin when the last car arrives in the work area or the lineup on track is correct.** Returning lineup will be in the order of the last scored lap. **No guaranteed time in the work area after the halfway point in any heat race or main events.**
5. If you go to your pits there are no courtesy laps, but you may return under the next yellow.
6. All cars that make contact and stop on the track as the result of an accident will restart in the rear. Any car or cars involved in bringing out a yellow, whether making contact or not, will restart in the rear. Any car spinning out or stopping without making contact, in an attempt to avoid an accident, which has already brought a yellow, will restart in the rear but will not be charged a yellow per the discretion of official. A yellow may be charged to any car spinning 360 degrees and not making contact with another car even if the car continues on, said car may restart at the rear of the field. All cars restarting in the rear because of a yellow condition will be lined up in the order they were running on the last lap.

7. No pit crews are allowed on the race track during yellow flag. (\$50 fine after first warning).
8. Any car that receives two charged stops in a heat or main event race (Yellows or yellow/red) in anyone race will be black flagged for the remainder of that race, but will receive starting points if earned and/or any position gained at the finish of that race

Yellow Flag /Scoring

Split yellows; Split is scored after the first three or more cars pass the start/finish line. The cars past the line are scored as is and the remaining field that was under the yellow will be lined up by the last scored lap. No consecutive back to back split yellows, or yellows immediately after a red.

White Flag

1. The white flag indicates one lap remaining in the event.
2. Should the race be stopped on the last lap, the restart will consist of two laps at green, white and then checkered on "A" mains ONLY. **All other events; heats, "B" and "C" mains will restart Green/White together.**

Black and White Checkered flag

1. A checkered flag will indicate the end of an event.
2. If the leader receives the checkered flag, crossed the designated Start/Finish line, and the race is stopped before all cars cross the Start/Finish line, the race will be scored complete. The cars crossing the finish line before the stoppage will be scored accordingly, the remaining cars will be scored as they had completed the previous lap. Cars involved in the stoppage will be scored last on their respective lap.

Red Flag

1. A red flag condition is considered a race stoppage. Cars that blatantly drive past the crash scene will be penalized or disqualified. Stop as safely as possible, and be aware of safety crews on the track to help driver.
2. Cars stopping must stay off the inner apron and not block openings where emergency personnel or support vehicles respond from.
3. Cars entering the work area during a red flag condition, that complete the work before the race is ready to resume, will be allowed to restart at the rear of the line up. Line up at the rear will be in the order of the last scored lap (No courtesy laps on red).
4. Under red flag conditions: On a "**Closed Red**", No pit crews may be on the track. If you work on your car you are done for that event. You may ask an official if you need your car to be towed to the work area, at that time you give up your position on the track and go to the back of the field.
5. On an "**Open Red**", any work is permitted with the exception of a tire change. If a tire is changed, the car must restart at the rear of the line up in front of any cars that went to the work area.
6. If a car is involved in an accident, only emergency personnel are allowed at the car
7. Persons not directly involved with the car(s) involved in the accident must stay back. Violation of this will result in a fine.
8. When the "Clear the Track" command is given, all personnel must leave the track in a timely manner, Violation of this will result in the car being penalized to the rear of the line up or disqualification.

ROLL-OVER REGULATIONS

1. Any car/driver involved in an accident may be subject to inspection by an official before re-entering competition. Any official may make comments in regards to the condition of the car and/or driver. **ANY CAR, TEAM, OR DRIVER NOT MEETING SPECIFICATIONS, OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT, IS SUBJECT TO AUTOMATIC DISQUALIFICATION.**

Red Flag /Scoring

No Splits are scored on a Red Flag. The field is frozen and will revert back to the last completed lap scored.

Black Flag

1. If a driver receives a black flag during an event, the driver must enter the work area for explanation. If the driver does not go to the work area, he will not be scored past that point.
2. Drivers that are black flagged for mechanical or safety reasons may return to the event once repairs are made and the track is open.
3. If a driver is black flagged and stops to create an intentional yellow, the driver is subject to a penalty or fine.
4. A furred black flag will be a warning against on track violations.

PROTESTS:

1. Participating car owners and drivers **ONLY** may protest another car's compliance with the rules. Car must be still running competitively at the end of the feature. The protest must be filed **IN WRITING** and **HAND DELIVERED** to the Director of Competition or Technical/Pit Steward within 15 minutes of the completion of the last event and must be accompanied by **\$1000 cash (parts and labor)** All disputes will be settled the night of the event. Do not abuse this rule!

Decisions of Silver Dollar Speedway Official(s) are final and binding without exception.

**PROMOTER RESERVES THE RIGHT TO ADD OR DELETE EVENTS AS DEEMED NECESSARY.
ALL DECISIONS WILL BE FINAL AT THE PROMOTER'S DISCRETION.**