

2019 - 360 Sprint Car Rules **358 Engine Rules Included**

AREAS HIGHLIGHTED IN RED ARE CHANGES FOR THIS SEASON

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

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 360 Sprint Car division is 16 years of age.

Exceptions – Exceptions to Selinsgrove Speedway age limits will only 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.

CHASSIS:

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.

Allowable wheelbase of 83 – 90 inches.

Steel front axles only. Rear axles may be aluminum.

Must have front and rear brakes in working order.

Maximum wheel diameter is 15 inches. Right rear wheel maximum width is 18 inches and left rear wheel maximum width is 15.25 inches.

No plastic or carbon fiber wheels permitted.

Wheel covers must be securely fastened.

All brake rotors may be steel, aluminum or titanium.

Other than top wings, NO cockpit adjustments are permitted. Non-permitted cockpit adjustments include, but are not limited to, adjustable shocks and weight jackers.

Nerf bars, which offer adequate protection in the event of contact with another car, are mandatory. Nerf bars and bumpers must be made of steel and be at least one-inch in diameter. Nerf bars must be bolted or roll pinned to the vehicle. No pop rivets may be used to fasten nerf bars, bumpers or wings. Nerf bars may not extend past the outside of tires.

Hoods are mandatory during racing.

Total weight of car and driver may not be less than 1,500 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. 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 on the track at the end of the event. The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

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

Drag links must utilize 4130 steel of at least 1" in diameter and a minimum wall thickness of .058. Tie rods and heim ends must be made of steel only. A magnet must stick at all times. No swedging of the tubing will be allowed.

Drag link must be tethered to the frame with nylon webbing of at least 1 inch wide.

No drilling of any bolts, fasteners or heim ends. No hollow fasteners allowed.

RECOMMENDED CHASSIS SPECIFICATIONS - IF USED MUST MEET THE FOLLOWING SPECIFICATIONS

(May be required for Sanctioned events. Check sanctioning body rules)

AXLE TETHERS

Approved front axle tether systems are highly recommended. The tether mounting must meet the SFI 55.1 specification which includes two (2) Vectran® HS V-12, or Dymemma 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 installed in accordance with the manufacturer's instructions.

If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by the manufacturer. Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.

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 in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be allowed. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material.

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 1](#)

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 2](#)

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 3](#)

DIAGRAM 1

#1 Support Bar

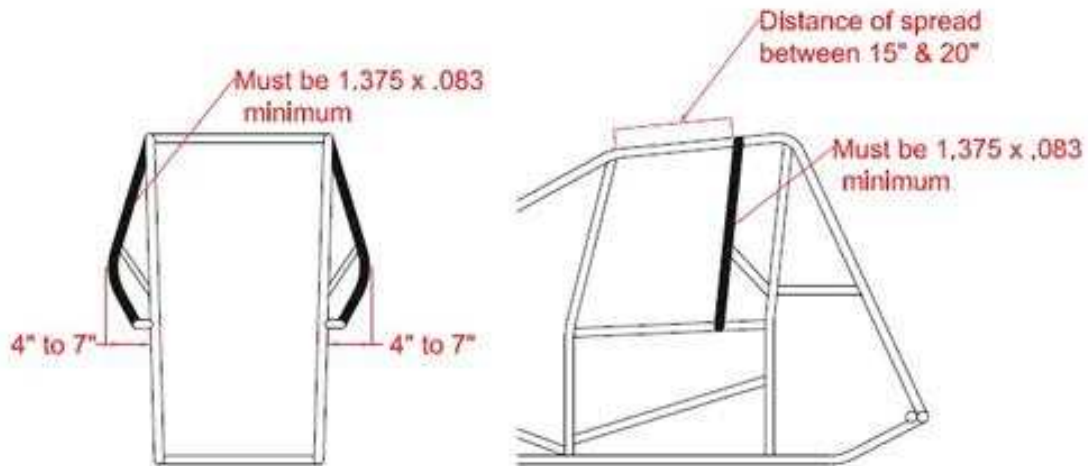


Diagram 16.12.1
By Tom Devitt

DIAGRAM 2

#2 Support Bar

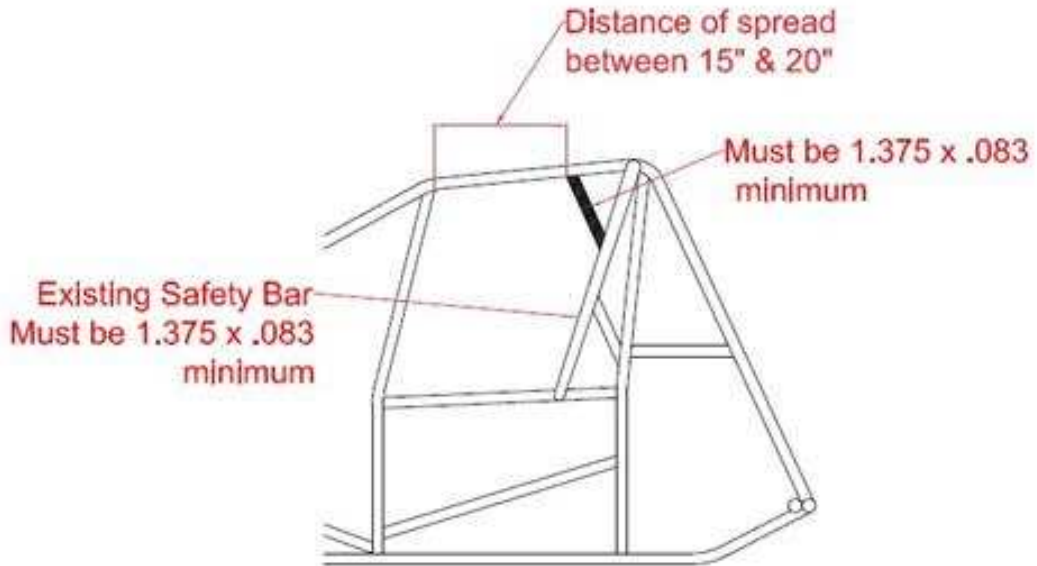
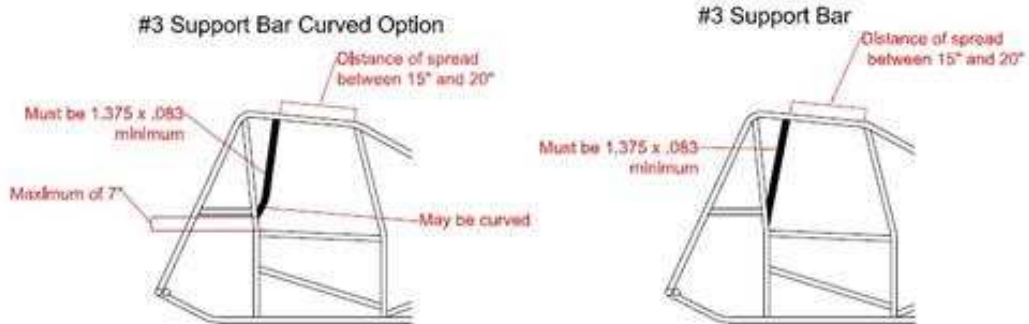


Diagram 16.12.2
by Tom Devitt

DIAGRAM 3



Drawing 16.12.3
By Tom Devitt

ENGINES:

It is **NOT** required to have your engine go through technical inspection and be sealed prior to competing although any car selected for technical inspection at the track that does not have an engine seal affixed by Selinsgrove Speedway technical inspectors or by another approved source (United Racing Club, Empire Super Sprint, Patriot Sprint Tour, American Sprint Car Series) is subject to full technical inspection at that time. For ease of affixing seals, whether before or after competing, all engines should have two adjacent bottom head bolts or studs drilled with two intersecting holes in each bolt or stud large enough to accept a 1/16th inch wire.

THERE WILL BE NO SHOP VISITS OR ENGINE BUILDER VISITS TO SEAL ENGINES.

The only option to have your engine sealed by Selinsgrove Speedway tech officials is:

1. At one of the Speedway tech days. If you are coming to one of the tech days send an email to tech1@SelinsgroveSpeedway.com and include drivers name, division and contact information so we have an idea of how many cars to expect. (see Speedway schedule on SelinsgroveSpeedway.com for dates and times) (Limited Availability)

358 Engines:

Any cast iron block. V-8 engine only.

358 cubic inch maximum displacement.

Maximum stroke 3.5 inches.

Flat top pistons only - no domes or dishes. Zero deck height.

Maximum compression ratio of 10.8:1 as measured by whistler gauge.

Cast iron heads of stock configuration mandatory.

All Chevrolet OEM heads and Chevrolet aftermarket heads must have a 23-degree valve guide angle plus or minus 1 degree.

All Ford OEM 302 Boss heads and Ford aftermarket Type "N" heads must have a 10-degree valve guide angle, plus or minus 1 degree. All other Ford heads must have a 20-degree valve guide angle, plus or minus 1 degree.

Other manufacturers contact speedway management for valve guide angle.

Port and polish of heads permitted.

No raised intake runners or spread port exhaust.

No modification to push rod area on intake port.

Steel rods only

No modification permitted to heads that would enable the use of down nozzles or multiple spark plugs per cylinder.

Must be naturally aspirated. Fuel injection or carburetor allowed. Timed and/or electronic fuel injection units are prohibited.

No titanium crankshafts. There must be a 3/4-inch inspection hole in the left side of the oil pan opposite the number one rod journal or the oil pan will be removed for inspection purposes.

NO vacuum oil pan systems.

NO titanium in engines, excluding valves and valve retainers.

360 ENGINES:

360 Cubic inches, plus 1% maximum displacement ($360 + 1\% = 363.6$)

No aluminum blocks.

No titanium in engines, excluding valves and valve retainers.

INJECTORS: 2-3/16 inch maximum inside diameter of injector stack – 2.187 at least 3 inches in length. Note: larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the butterflies. No relief hole may be drilled above the butterfly on any injector. No alteration of injector manifold mounting holes will be allowed.

Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed. No down nozzle injectors.

No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder.

Injection unit shall have one shaft-operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

Cylinder Heads

List of Cylinder Heads approved for ASCS competition is as follows:

A. Chevy - #27-211 B. Ford- #27-223 C. Mopar- #27-222

Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's

specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used by sanctioned ASCS tracks.

Valve angle and placement may not be altered in any way. No welding of any kind, internally or externally, is allowed.

Guidelines regarding porting and polishing:

1. Intake port openings must match the following:

A. ASCS Chevy- FP #1206 or equivalent B. Ford- FP#1262 or equivalent C. Mopar- FP#1213 or equivalent

1. Porting and polishing of intake ports is allowed with the following restrictions:

A. All ASCS logos must remain completely intact. B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by sanctioned ASCS tracks. C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.

1. Absolutely no exhaust port relocation, raising, enlargement or reshaping of any kind.

A. Polishing is allowed as long as the original ASCS logo is not affected or port shape is not altered substantially. B. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.

1. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

Any internally repaired ASCS spec head must be re-certified by Brodix.

1. All spec heads must remain within 1 degree of the original manufacturing.

2. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to before reinstatement.
3. All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.
4. No Turban driven, Turbo or blower will be allowed.
5. Only two valves and one spark plug per cylinder allowed. No big blocks.
6. No computer operated or controlled parts, such as fuel injections, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc.
7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle driveline.
8. Any car changing a motor after taking an official green flag will start at tail of its qualified group of "A" Main cars

WINGS:

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

Wings cannot be replaced on track during a red flag or in work area. Car must go to the pit area to replace all wings.

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 with a one-degree plus or minus tolerance.

Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.

No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.

Other than the slider mechanism, no moving parts allowed on or in foil structure.

The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc 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 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than ½ inch. There is zero tolerance on this ½ inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)

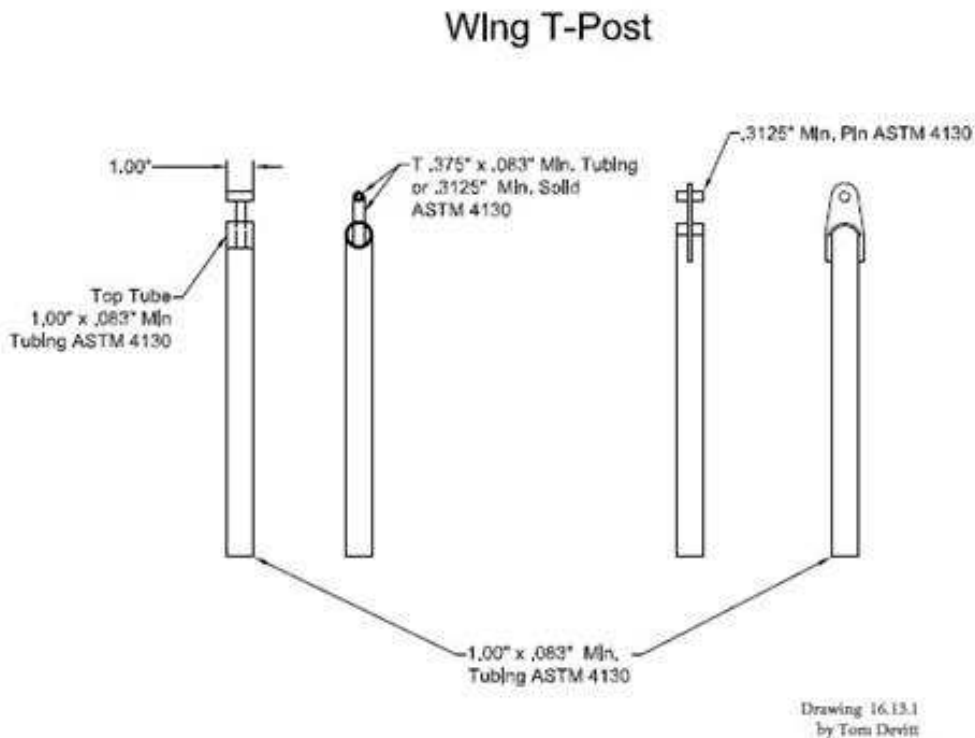
The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. 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.

Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable.

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 T-Post designs are in the drawings section (See illustration below).



Front Wing:

Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one-degree plus or minus tolerance.

Center Foil shall be fully sheathed in aluminum. No vent holes allowed.

Wicker bills up to 1-inch are allowed on nose wing, flat or dished.

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 allowed.

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 allowed on or in foil structure.

The 5" section located at the rear of the front foil must not have a bell/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. Top foil thickness cannot exceed 3.6 inches.

No rudders or fins on Front Wings.

Side Board Panels

All sideboard panels must be within an eight-degree plus or minus tolerance and be square to center foil.

Side panels may not be supported by braces whose section is not horizontal. 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 aero section side panel brace material allowed.

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

Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. 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.

Front Wing side boards maximum size, 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. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

FUEL & TANK:

Approved fuel bladder required. No carbon fiber fuel tanks.

Methanol only according to Federal Standard of Purity, Grade A or AA.

No additives of any kind including top lube will be allowed in the fuel.

Water test and/or chemical test will be used to check fuel. Testing by Selinsgrove Speedway Equipment.

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.

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.

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.

Tires:

Hoosier Racing Tire On All 4 Corners

Front Tires:

Part #31-131 85/8.0-15 D12

Part #31-132 85/8.0-15 D15, D20

Left Rear Tires :

Part #38-137 15.0/90-15 H12

Part #38-147 15.0/92-15 H12, H15

Part #38-157 15.0/94-15 (SH) H12

Part #38-159 15.0/94-15 H12, H15

Part #38-167 15.0/96-15 H12, H15

Right Rear Tires:

Part #38-221 105/16.0-15 H15, H20, Medium (D25)

Factory development on the 105/16.0-15 has been conducted on a 17 inch wide wheel so the recommended wheel width is 17 inches. The minimum recommended width is 16 inches and the maximum is 18 inches.

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. Tires found in violation or that are missing any information for any reason will be considered illegal.

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.

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 left side of the car to the vertical bar near the position of the radiator but can be no less than 31" from the center nose of the car. Adjustments can be made to the front nerf bar to obtain this distance if necessary.

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.

SAFETY EQUIPMENT:

High back seats are mandatory. Seat must be mounted to frame with a minimum of three (3) bolts.

Full-face helmet and visor, SA2000 Standard Snell approved or newer is mandatory. SA2005 Standard Snell approved or newer is suggested.

Driving Uniforms are mandatory. It's suggested they be flame retardant and minimum two layers.

Racing Shoes are mandatory. It is suggested they be flame retardant racing shoes.

Gloves are mandatory. They must be flame retardant racing gloves.

Front windshield protection is mandatory. It is suggested to be a minimum .090 screening.

Arm restraints are mandatory.

Kill switch within reach of driver is mandatory.

Fuel shut-off valve within reach of driver is mandatory.

10" minimum vertical opening on right side of cockpit is mandatory.

Minimum 3 inch wide seat belts, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat are mandatory and minimum 3 inch wide shoulder harness, double over shoulder, military shoulder straps with anti-sub crotch belts, harness to go over a horizontal tube located no less than 3 inches below the top of the driver's shoulders are mandatory. Belts must be less than 2 years old.

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.