



# 2024 Sprint Car Challenge Tour 360 Sprints Rules

RMI-SCCT-360-03032024.1

**THIS BOOK IS EFFECTIVE March 3, 2024 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.

RUSSELL MOTORSPORTS, INC. MANAGEMENT COMPANY OF THE SPRINT CAR CHALLENGE TOUR

PIT GATE OPENS AT 2:00 PM (unless otherwise announced).

DRIVERS MEETING WILL BE HELD AT **4:45 PM.**

WHEEL PACK BEGINS AT **5:15 PM.**

PILL DRAW CUT OFF IS **4:30 PM.**

Times may vary depending on the venue

A driver may have a representative draw a pill for them with prior authorization.

Any driver not attending the drivers meeting will start at the rear of the heat races.

## Table of Contents

<b>General Rules</b>	<b>page 3</b>
<b>Code of Conduct</b>	<b>page 3</b>
<b>General Pit Regulations</b>	<b>page 4</b>
<b>Chassis</b>	<b>page 5</b>
<b>Body/General Appearance</b>	<b>page 6</b>
<b>Wings</b>	<b>page 7</b>
<b>Suspension &amp; Steering Components</b>	<b>page 8</b>
<b>Weight</b>	<b>page 9</b>
<b>Engine</b>	<b>page 9</b>
<b>Injectors</b>	<b>page 10</b>
<b>Ignition</b>	<b>page 11</b>
<b>Fuel</b>	<b>page 10</b>
<b>Fuel Cell</b>	<b>page 11</b>
<b>Radiator</b>	<b>page 11</b>
<b>Drive-Line</b>	<b>page 11</b>
<b>Rear End</b>	<b>page 12</b>
<b>Bumpers</b>	<b>page 12</b>
<b>Tires</b>	<b>page 12</b>
<b>Wheels</b>	<b>page 12</b>
<b>Brakes</b>	<b>page 12</b>
<b>Exhaust</b>	<b>page 13</b>
<b>Seats</b>	<b>page 13</b>
<b>Raceceivers</b>	<b>page 13</b>
<b>Transponders</b>	<b>page 13</b>
<b>Safety Belt Requirements</b>	<b>page 13</b>
<b>Safety</b>	<b>page 14</b>
<b>Injuries &amp; Medical</b>	<b>page 14</b>
<b>Fire Control</b>	<b>page 15</b>
<b>General Inspection</b>	<b>page 15</b>
<b>General Race Procedures</b>	<b>page 15</b>
<b>Wheel Pack</b>	<b>page 16</b>
<b>Scoring and Points</b>	<b>page 17</b>
<b>Qualifying and Racing Formats</b>	<b>page 17</b>
<b>Restarts</b>	<b>page 23</b>
<b>Flags</b>	<b>page 24</b>
<b>Rookie of the Year</b>	<b>page 26</b>
<b>Kyle Larson Bonus Money Eligibility</b>	<b>page 26</b>
<b>Protests</b>	<b>page 27</b>

## GENERAL RULES

1. Sprint Car Challenge Tour Rules shall apply at all Sprint Car Challenge Tour events.
2. SCCT Officials shall have full authority over SCCT Race Events. At the discretion of the SCCT Official(s) in charge, any competitor may be disqualified for rule violations. All SCCT sprint cars are subject to inspection by an SCCT Official Tech Inspector at any time.
3. Approval of a SCCT sprint car by the Official Tech Inspector shall mean only that the sprint car is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected sprint car is guaranteed to be mechanically sound. Be it further declared that the SCCT Tech Inspector shall not be liable, nor shall SCCT or Participating SCCT Facility for any mechanical failure or for any losses, injuries or death resulting from the same.
4. SCCT or Participating SCCT Facility reserves the right to refuse any entry without reason or explanation at any time, such refusal is binding and final.
5. Technical rules may be amended or changed at any time as needed. Notice will be given.
6. Owner must furnish Social Security Number or Tax ID # and mailing address to the SCCT office in order to collect winnings. Prize monies shall be payable only to the owner whose Social Security Number or Tax ID # is on file. All competitors will be paid upon completion of each event. If an owner fails to collect their check, it will be mailed the following week.
7. By submitting an entry application and/or taking part in any activity relating to the event, a competitor agrees to abide by the decisions of those officials relating to the event and agrees such decisions are final, non-appealable and non-litigable. Such a competitor further agrees that the racing area is in a safe, race-able and usable condition. All such competitors assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing area or en-route thereto or therefrom.
8. The possession of alcoholic beverages at SCCT Participating track pit areas is prohibited during racing. No open alcoholic beverages will be allowed through the pit gate and those found in the pit area with open alcoholic beverages will be ejected. Those under the influence of alcohol or narcotics will not be allowed in the pits, and if found in the pits will be ejected. Drivers using or possessing alcohol or narcotics will not be tolerated at any time. Those found doing so may be suspended or barred for the remainder of the season.
9. A race may be stopped at the discretion of the promoter, race director or officials anytime they might consider it dangerous or unsafe to continue.
  - A. *A completed program is defined as the completion of all heat races and at least half of the "A" feature event.*
  - B. *If a program is canceled because of weather prior to the program being "completed", SCCT and the participating track will make every effort to reschedule the event. If the event is not "complete", there will be no payout issued, and tracks will refund pit entry fees. SCCT participating tracks will make every effort to complete a racing program, please be patient on those occasions when this will require some additional time and track work.*
10. AT ANY POINT IN THE RACING PROGRAM THERE MAY BE AN INCIDENT OR SAFETY REGULATION THAT CAN BECOME QUESTIONABLE IF IT IS NOT CLEARLY DEFINED IN THE REGULATION BOOK. THE OFFICIALS CAN AND WILL HAVE THE FINAL DECISION ON THESE RELATED MATTERS.

## 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 Sprint Car

Challenge Tour, the sport of Sprint Car Racing and/or Motorsports in general and/or any affiliates. We do our best to present SCCT and its teams in the best light possible. We expect our teams to do the same. 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 a 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 the pit area.
3. Competitors 14 - 15 years of age must be approved by SCCT and seek individual track 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 SCCT 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.

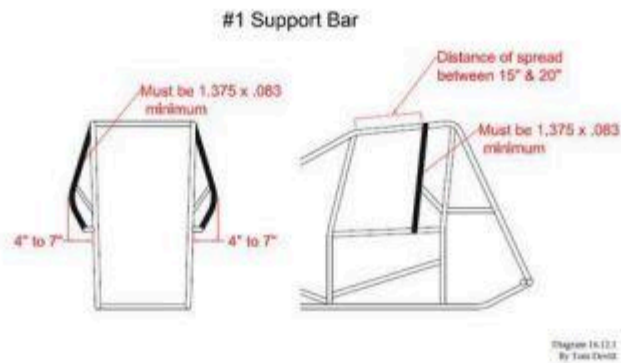
17. Use of a race car as a weapon, or in an obvious attempt to hit another car or person will be automatically expelled from the facility (*Minimum \$1000 peace bond for the remainder of the season if allowed back at all*)
18. No one other than a track official is allowed on the track at anytime during 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** the car owner or driver has the right to approach the official and discuss the issue in a calm and professional manner.

## CHASSIS

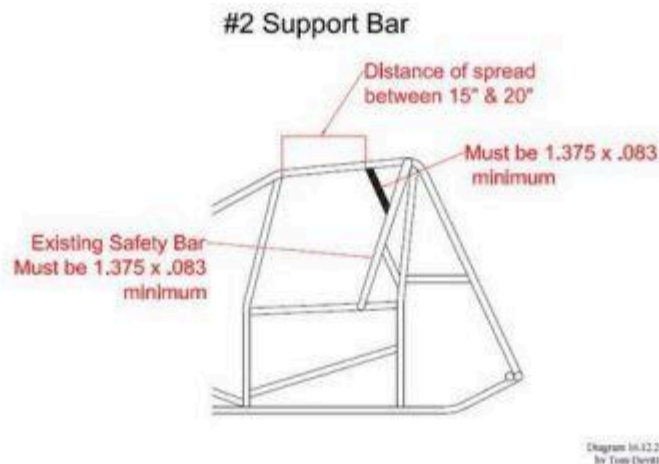
1. Open to any sprint car chassis 1984 to present.
2. Wheelbase minimum of 83". Maximum wheelbase 90"
3. Motor, body, seat and fuel tank must be mounted to the centerline of the chassis.
4. Rear-engine cars will not be permitted, No offset is allowed.
5. Chassis should be provided with a minimum of 4 mounting points to securely mount the seat as specified by the 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" intersections 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 a 1/4" hole in the 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)

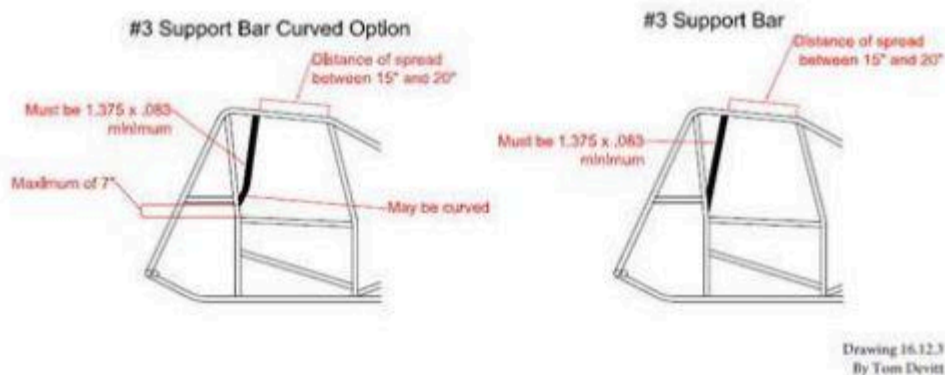
**Diagram 1**



**Diagram 2**



**Diagram 3**



### **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 the 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 the 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 members are 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 is allowed on the top wing, allowing adjustment forward and backwards only.
5. Center foil thickness cannot exceed 9 inches. The 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 the outside of the 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.

## 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 the outside of the 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 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 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 center foil front edge to the side board front edge.
2. Side boards may have front, back, top and bottom turnouts of no more than ½ 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 driver's 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 the 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. Aluminum Blocks:
  1. BRODIX® casting designation - letter A (std. cam location, std. bellhousing, std. pan rail), or I (raised cam location, std. bellhousing, std. pan rail) only.
  2. ASCS approved Aluminum block part #'s as follows:

Part #	Bore/Main	Cam
8B 1000A	400/400	standard
8B 1050A	400/350	standard
8B 1100A	350/400	standard
8B 1150A	350/350	standard
8B 1000I	400/400	raised
8B 1050I	400/350	raised
8B 1100I	350/400	raised
8B 1150I	350/350	raised

\*Cam and lifter size must be specified while ordering\*

- SPEC logo on block is NOT to be modified and must remain 100% legible
  - Absolutely NO lightening of any kind allowed
  - Standard or raised cam allowed
  - Oversized cams allowed
  - Roller cam bearings allowed
  - Minimum allowed deck height is 8.970"
  - Maximum allowed deck height is 9.020"
  - Oversized and keyed lifters allowed
  - Must be standard or GS-1 lifter location only. No exceptions
  - Must be standard oil pan rail
  - Full bellhousing must remain
3. An approved ASCS Stamped Ballast will be 60 lbs and must be placed in front of the motor plate
  4. All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder.
  5. Only normally aspirated motors are permitted. No turbo, superchargers or forced induction of any description will be permitted.
  6. No titanium cranks or rods.
  7. 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
  - Loss of all Sprint Car Challenge Tour championship points and winnings
  - 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 is 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 Sprint Car Challenge Tour 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**
2. **Oneway-Single Channel Raceivers ONLY**
3. **Raceivers must be worn at all times when on the track**

## **TRANSPONDERS**

1. **AMB TRANSPONDERS ARE MANDATORY**
4. **AMB TRANSPONDERS | [www.amb-it.com](http://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 SCCT event and has a claim on file with any and/or SCCT participating track 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 at any SCCT participating track 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 Sprint Car Challenge Tour events 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 the Sprint Car Challenge Tour 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 Sprint Car Challenge Tour 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 SCCT 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 officials 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.

*These rules are in place to keep the races moving, avoid down time, and to avoid curfew issues. The timely staging of events improves the program, gives competitors maximum racing time, and allows for courtesy laps during events.*

*\*\*Thank you for your help in improving the show and growing our sport, as that will benefit all of us.*

**SCORING AND POINTS**

1. All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers.
2. Team cars must be clearly distinguishable from one another and use a different number or letter.
3. A driver may attempt to qualify only once.
4. In the event of electronic scoring issues, the pill draw will be utilized for a "Draw Show Format". SCCT reserves the right to adjust the racing program as necessary for time and/or unforeseen circumstances.

POINTS BREAKDOWN						
HEAT RACE		"A" FEATURE				
1st	5 Pts	1st	150 Pts		13th	124 Pts
2nd	4 Pts	2nd	146 Pts		14th	122 Pts
3rd	3 Pts	3rd	144 Pts		15th	120 Pts
4th	2 Pts	4th	142 Pts		16th	118 Pts
5th	1 Pts	5th	140 Pts		17th	116 Pts
		6th	138 Pts		18th	114 Pts
		7th	136 Pts		19th	112 Pts
		8th	134 Pts		20th	110 Pts
		9th	132 Pts		21st	108 Pts
		10th	130 Pts		22nd	106 Pts
		11th	128 Pts		23rd	104 Pts
		12th	126 Pts		24th	102 Pts
A 2 point drop continues through the "B" and "C" Feature Events. All competitors will be awarded 50 show up points.						

## **PILL Draw**

1. All drivers and/or teams entered in the event must draw for a position. It is the responsibility of the driver and/or team to draw a pill. Numbers will be drawn at or near the lineup board.
2. All numbers are to be drawn prior to the drivers meeting.
3. Any driver and/or team not drawing a pill will be added to the tail of the qualifying order. If split qualifying is utilized, the driver and/or team will be added to the back of the next group to have a car added to maintain even groups.
4. All drivers and/or teams must hot lap in their listed group unless having trouble that is reported to an official.

## **Qualifying - Single Car Qualifying Only**

1. Qualifying will consist of two consecutive timed laps unless otherwise noted. Changes to the two-lap qualifying procedure will be at the discretion of Sprint Car Challenge Tour Officials.
2. Qualifying will take place in the order of the pill draw. The first qualifier may receive one free lap, before going green for two laps back to back.
3. There will be a two-minute grace period to qualify starting from the checkered flag on the last car in the group. Any car having issues qualifying will have until the end of two minutes to present their car for qualifying. These cars will receive one qualifying lap and the best a late car can qualify is 5<sup>th</sup> place for heat race lineup purposes. Starting position penalty only applies to the heat race.
4. Once a car is pushed for qualifying, even if it doesn't start, that is considered an attempt to qualify. If the car leaves the track and goes to the pit area or returns to the qualifying push lane/work area and misses the two-minute grace period that car will not receive a qualifying time.
5. In the event of two or more cars posting the same time in time trials, the tie breaker will be the fastest other lap time of the two consecutive recorded laps. If this does not break the tie, the tie will be broken by the qualifying order draw. In the event one (1) lap qualifying is utilized the tiebreaker will be the qualifying order draw.
6. There will not be any points awarded for qualifying.

## **2024 Formats**

### **2 Heat Format - 17 or Less Cars**

1. Everybody qualifies within a single flight to lineup 2 Heat Races (8-10 Laps)
2. Heat races are lined straight up from qualifying times with the fastest car in each Heat inverted to 4th.
3. All cars transfer to the A Feature event.
4. 1st and 2nd in the heat race and the fastest qualifier who finishes in the top 5 and on the lead lap, transfers to the Dash redraw. If the heat race winner is the fastest qualifier they are guaranteed a dash front row starting spot and the 3rd place car in the heat will transfer to the dash.
5. Dash Draw - Heat race winners by heat, 2nd place in heats by heat, fastest qualifiers who transfer to the dash from their heat by heat. If the Heat winner is the fastest qualifier they will automatically start on the front row of the dash and those starting positions will be taken out of the dash draw.
6. Remainder of the A Feature will be lined up by heat race finish by heat.

### **3 Heat Format 18 - 23 Cars**

1. Everybody qualifies within a single flight to lineup 3 Heat Races (8-10 Laps)
2. Heat races are lined straight up from qualifying times with the fastest car in each Heat inverted to 4th.

3. All cars transfer to the A Feature event.
4. Heat Race winner and the fastest qualifier who finishes in the top 5 and on the lead lap, transfers to the Dash redraw. If the heat race winner is the fastest qualifier they are guaranteed a top three starting spot in the dash and the 2nd place car in the heat will transfer to the dash.
5. Dash Draw - Heat race winners by heat, fastest qualifiers who transfer to the dash from their heat by heat. If the Heat winner is the fastest qualifier they are guaranteed a top three starting spot in the dash and those starting positions will be taken out of the dash draw.
6. Remainder of the A Feature will be lined up by heat race finish by heat.

#### **4 Heat Format 24 – 31 Cars**

1. Everybody qualifies within a single flight to lineup 4 Heat Races (8-10 Laps)
2. Heat races are lined straight up from qualifying times with the fastest car in each Heat inverted to 4th.
3. 1st - 5th transfer to the A Feature event, all others to the B-Main.
4. Heat Race winner and the fastest qualifier who finishes in the top 5 and on the lead lap, transfers to the Dash redraw. If the heat race winner is the fastest qualifier they are guaranteed a top four starting spot in the dash and the 2nd place car in the heat will transfer to the dash.
5. Dash Draw - Heat race winners by heat, fastest qualifiers who transfer to the dash from their heat by heat. If the Heat winner is the fastest qualifier they are guaranteed a top four starting spot in the dash and those starting positions will be taken out of the dash draw.
6. A-Main is lined up with the remainder of the A Feature transfer cars lined up behind the dash cars by heat race finish by heat.
7. B-Main is lined up heat race finish by heat with the 2 fastest cars that did not transfer to the A Feature occupying the front row of the B-Main. B-Main transfers line straight up by B-Main finishing positions behind A-Main transfer cars.

Sample 4 Heat race lineups - 31 or Less Cars

<b>Heat 1</b>	<b>Heat 2</b>	<b>Heat 3</b>	<b>Heat 4</b>
5 - 9	6 - 10	7 - 11	8 - 12
13 - 1	14 - 2	15 - 3	16 - 4
17 - 21	18 - 22	19 - 23	20 - 24
25 - 29	26 - 30	27 - 31	28 -

#### **4 Heat Format 32 or More Cars**

1. Split qualifying into two groups. Group A will make up heat race #1 and #2 Group B will make up heat race #3 and #4.
2. Heat races are lined straight up from qualifying times with the fastest car in each Heat inverted to 4th.
3. 1st - 5th transfer to the A Feature event, all others to the B-Main, C-Main, D-Main if needed..
4. Heat Race winner and the fastest qualifier who finishes in the top 5 and on the lead lap, transfers to the Dash redraw. If the heat race winner is the fastest qualifier they are guaranteed a top four starting spot in the dash and the 2nd place car in the heat will transfer to the dash.

5. Group A cars will make up the inside row and Group B cars will make up the outside row for Dash Draw order and Main event lineups.
6. Dash Draw - Heat race winners by heat, fastest qualifiers who transfer to the dash from their heat by heat. If the Heat winner is the fastest qualifier they are guaranteed a top four starting spot in the dash and those starting positions will be taken out of the dash draw.
7. A-Main is lined up with the remainder of the A Feature transfer cars lined up behind the dash cars by heat race finish by heat.
8. B-Main is lined up by heat race finish by heat with the 2 fastest cars that did not transfer to the A Feature occupying the front row of the B-Main. B-Main transfers line straight up by B-Main finishing positions behind A-Main transfer cars.
9. C-Main and D-Main may be added depending on car count. C and D mains will transfer 2 cars to the back of the next main lined up by finish.
10. B,C, and D mains may change in car count depending on track size and/or track conditions.
11. After 48 cars are present 1 or 2 Non-Qualifying Races (NQ) may be added. If NQ races are added the top 20 in each qualifying group will make the heat races, remaining cars to the NQ Race(s) lined up by qualifying time. If one NQ race is ran, top 8 cars will transfer to the back of the heat races, 1st-H1, 2nd-H2, 3rd-H3, 4th-H4, ect.. If two NQ races are ran cars from Group A will make up NQ1 and Cars from Group B will make up NQ2, top 4 cars will transfer to the back of the heat races NQ1 transfers to heats 1 and 2, NQ 2 transfers to heats 3 and 4.

Sample 4 Heat race lineups - 32 or more cars

<b>Group A</b>		<b>Group B</b>	
<b>Heat 1</b>	<b>Heat 2</b>	<b>Heat 3</b>	<b>Heat 4</b>
3 - 5	4 - 6	3 - 5	4 - 6
7 - 1	8 - 2	7 - 1	8 - 2
9 - 11	10 - 12	9 - 11	10 - 12
13 - 15	14- 16	13 - 15	14- 16
17 - 19	18 - 20	17 - 19	18 - 20
21 - 23	22 - 24	21 - 23	22 - 24

**\*SCCT race format may be changed at the discretion of the SCCT officials. Any format changes will be announced at the drivers meeting or at the pit board.**

**Redraw - (may be used at the discretion of SCCT officials)**

1. Redraw order – will follow dash draw order.

**Draw Show Format (if needed)**

**HEAT RACES**

8 Laps Maximum 8 Cars in Each Heat lineup are determined by random pill draw. The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car, that number will be posted and this procedure will be repeated until a number has been

drawn for each car. The lowest number goes to the pole of the first heat race, the next lowest number drawn goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. Any cars not represented at the drawing shall be placed at the rear of a heat race. Heat races will determine the starting position for the balance of races scheduled.

### **QUALIFIERS - 10 Laps**

The passing point system will be used to determine lineups for three (3) Qualifying Races. Top 30 in Passing Points from Heat Races will move into Qualifiers. Remainder will fall to the tail of the night's B-Features. Top 18 will be inverted with the highest point earner from Heat Races starting sixth in the first Qualifier. Passing Points will be utilized with the driver's total points combined with their Heat Race total. The top 16 in combined Passing Points will advance to the A-Feature. Drivers will not redraw for their starting position. Lineup is straight up by the combined Passing Point total. The remainder will fall into B-Features.

### **B-FEATURES - 12 Laps**

The number of B-Features is dependent upon the number of cars. Up to 32 cars will see one B-Feature. 33-56 cars will see two B-Features. Lineup will be done by passing point totals with single B-Feature lined straight up by point total. Two B-Features will see 17th going to the pole of the first B-Feature, 18th to the pole of the second B-Feature, etc. If an event has 57-76 cars participating, the top 16 in combined passing points will advance to the A-Feature and lined up by their points with the highest earner starting on the pole. The remainder will fall into three B-Features. Lineup will be done by passing point totals with 17th going to the pole of the first B-Feature, 18th to the pole of the second B-Feature, etc. If 2 B-Features are utilized the top 3 transfer to tail of A-Feature. If 3 B-Features are utilized the Top 2 transfer to tail of A-Feature.

### **A-FEATURE - 30 Laps Big Tracks/35 Laps Small Tracks**

The top 16 in combined Passing Points from Heats and Qualifiers will advance to the A-Feature. Lineup is straight up by the combined Passing Point total. B-Feature transfers line up at tail based on finishing order of each. I.E. B1 winner starts 17th, B2 winner starts 18th, and so on.

The Official lineup for any race is when the caution lights go out on the final parade lap. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward. The exception being if 2 cars drop out from the same row, then the following cars will be crisscrossed. The start will be official only upon the starter signaling with the green flag. Alternates will not be taken to fill any vacancies that occur.

## Passing Point Scale

	start												
	1	2	3	4	5	6	7	8	9	10	11	12	
1	100	105	110	115	120	125	130	135	140	145	150	155	
2	91.5	93	98	103	108	113	118	123	128	133	138	143	
3	83	84.5	86	91	96	101	106	111	116	121	126	131	
4	74.5	76	77.5	79	84	89	94	99	104	109	114	119	
finish	5	66	67.5	69	70.5	72	77	82	87	92	97	102	107
6	57.5	59	60.5	62	63.5	65	70	75	80	85	90	95	
7	49	50.5	52	53.5	55	56.5	58	63	68	73	78	83	
8	40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71	
9	32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59	
10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47	
11	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35	
12	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23	

## LAP COUNTS Subject to change

1. Heats - 8-10 laps
2. Dash - 6 laps
3. D-Main - 8 laps
4. C-Main - 10 laps
5. B-Main - 12 laps
6. A-Main 30-35 laps

## RESTARTS

1. SCCT events will have double file restarts after the first lap of competition in any race. All A Feature events will go to single file restarts with 10 or less remaining laps. All other races will go to single file restarts once the race has reached the halfway point. 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 positions will follow leaders lane choice, and all even positioned cars will follow the 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 the middle of the 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 the last lap scored and will be a single file restart. Leader sets pace down back straight and restarts the 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. **A-Main Choose Cone** - In the A-Main event, selection of restart positions will be in effect, utilizing a choose cone on the racetrack. Once the single file order is established, drivers must not change positions until after they have chosen a lane for the restart. When instructed by a race official, drivers must choose the inside or outside lane before the cone on the front straightaway. Drivers must maintain their chosen inside or outside position until the full field order is established.
3. Any cars going inside of the cone, hitting the 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.
4. 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 SCCT 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 a 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 any one 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 a SCCT 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 SCCT 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.

## **ROOKIE OF THE YEAR ELIGIBILITY**

1. A driver's eligibility for Rookie of the Year will be exhausted once that driver competes in a winged 360 main event for the ninth (9<sup>th</sup>) time, or has been awarded rookie of the year honors in any other winged 360 sprint car series or track series, regardless of how many seasons that encompasses.
2. Any and all drivers competing for the Sprint Car Challenge Tour Rookie of the Year title must declare their intentions at the beginning of the year by submitting the SCCT RoY form to an SCCT official on or before the first race of the season.
3. The Rookie of the Year Award will be presented to the highest finisher in the point standings and also has his or her SCCT RoY declaration form on file with the SCCT office.

## **KYLE LARSON RACING BONUS MONEY ELIGIBILITY**

1. Available to any car owner who is a full-time participant on the Sprint Car Challenge Tour.
2. Full-time participant is defined as a car owner who has not missed any Sprint Car Challenge Tour race up to that point of the schedule.
3. A car owner does not have to utilize the same driver at all events, nor does a driver have to utilize the same car owner in order to collect the bonus money. However, the A-Main winning car owner **MUST BE** a full-time participant on the Sprint Car Challenge Tour.  
PLEASE NOTE: a full-time driver is not eligible for the bonus if that driver wins a Sprint Car Challenge Tour A-Main in a car whose owner is not a full-time participant.
4. Since ALL car owner and driver teams will be considered full-time Sprint Car Challenge Tour participants at the first scheduled race the \$500.00 bonus WILL be paid to the A-Main winner.
5. The first Sprint Car Challenge Tour event is defined as the first actual A-Main race to be completed, regardless of track location, as weather or other factors may affect the race schedule.

## **KYLE LARSON RACING BONUS MONEY ROLLOVER**

1. If the Kyle Larson Racing Bonus money goes uncollected at any Sprint Car Challenge Tour event the \$500.00 bonus money will roll over to the A-Main at the final event of the season.
2. If there is unclaimed \$500.00 Kyle Larson Racing Bonus money from any event(s), the total unclaimed bonus money will be distributed at SCCT discretion.
3. If, for any reason, the final event is canceled the Kyle Larson Racing Bonus Money may be rolled over to the first Sprint Car Challenge Tour event of the following season or distributed at SCCT discretion.

## **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. MUST BE REGISTERED PARTICIPANT OF THE SPRINT CAR CHALLENGE TOUR.

2. Do not abuse this rule!

**Decisions of Sprint Car Challenge Tour 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**



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