

2017 Trophy Cup Sprint Car Rules

TECHNICAL 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:

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Sprint car racing is a very emotional sport; therefore, good sportsmanship is the cornerstone on any competitive racing program. This must include respect for all participants - drivers, owners, pit crews, and officials. For our part we will try to be consistent with our rules no matter what or who is involved.

We will treat all participants with respect and expect similar treatment in return. A racer's Pit area is his castle - therefore please stay out of other racer's pit area.

SECTION 1

Chassis

- A. Open to any sprint car chassis 1984 to present.
- B. Wheelbase minimum of 83". Maximum wheelbase 90".

C. Motor, body, seat, and fuel tank must be mounted to the centerline of the chassis.

D. Rear-engine cars will not be permitted, no offset allowed.

E. Chassis should be provided with a minimum of 4 mounting points to securely mount the seat as specified by seat and chassis manufactory.

F. No champ dirt cars. No elliptical (oval shaped) tubing used on or as part of the main structure.

Body General Appearance/Aerodynamics Devices

A. Body/chassis must be well maintained. All cars should have at least one number on both sides of tail tank and on the outsides of both top wing side panels. It is 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.**

B. 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.

C. Only Sprint look/look-alike bodies, tails, and hoods will be permitted.

D. No side foils, rudders, or panels are to extend beyond rear cage support bars on any side.

E. No body pieces to extend beyond or underneath front torsion tube with the exception of the hood.

F. 1/2 inch Gurney lips or turnouts are permitted on any body panels. No wedges or foils underneath race car.

G. Sunshields cannot restrict driver vision.

H. 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.

I. Frames identical to the maxim "Big Max" frame may be fully paneled.

J. Firewall to be a solid material and fit between the engine and the driver. Access holes may be drilled for wiring and linkage.

K. Safety bar(s) and or arm guard paneling that protrude outward from the

frame rail for the purpose of creating room for the driver will be permitted. The guards 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 the 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.

L. Floor pan must extend from the firewall to the front of the driver's seat. Constructed of steel or aluminum.

M. Mirrors or two-way radios between driver and other team members are not allowed.

N. A kill switch is required within easy reach of the driver and Safety Crews. It must be clearly LABELED "ON" and "OFF".

SECTION 2

Top Wing Option #1 Flat Top - TROPHY CUP Wing Rule

A. Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed. Center top foil is to be flat from front to back and side to side.

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

C. Maximum 1" 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.

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

E. Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber, or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

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

Side Board Panels Top Wing

A. 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.

B. No aero elliptical brace material permitted.

C. No brace or support shall resemble a Wicker bill or a split wing.

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

E. Top wing side boards maximum size, 72 inches long and 30 inches tall. The top 2/3's of each top each wing side panel shall consist of only 2 corners. Each corner shall be set at a 90 degree angle with 8 degree variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.

F. Panels must be of one-piece construction. Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 2" x 2" and must be orientated at a 90 degree angle to the flat portion of the side panel.

G. Contingency and TROPHY CUP decals must be placed on the bottom of each top wing side board.

Top Wing Option #2 Dish Top

A. Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with 1 degree variance allowed.

B. No Wicker bills or Gurney lips permitted on Center Foil.

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

D. 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.

E. Side boards must be mounted square to the center foil and parallel to each other.

F. Top wing side boards maximum size, 72 inches long and 30 inches tall.

G. Panels must be of one-piece construction. Panels must be fabricated flat.

H. Kick-out and adjustable bracing are not allowed.

Front Wing

A. 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 4 corners set at 90 degree angles.

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

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

D. 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.

E. Center Foil must be one piece. No split or bi-wings will be permitted.

F. 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.

G. 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.

H. No moving parts permitted on or in foil structure. Rudders or fins are not allowed.

I. 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" straight edge, the belly at 2 1/2" from the rear of the foil may not be deeper than 3/8". There is zero tolerance on this 3/8" depth. It is suggested that the wing blue print specify 11/32" depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8" specification (This 3/8" measurement ensures that the belly/curl arc is gradual).

J. 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" 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

A. Front side boards maximum 12 inches tall and 26 inches long with no more than 1 inch overhang from the centers foil front edge to the side board front edge.

B. Side boards may have front, back, top, and bottom turnouts of no more than 1/2 inch.

SECTION 3

Roll Cage

A. Roll bars shall be of the full cage type, see rule 4E for material measurements.

B. All "T" intersection must be gusseted and welded on both sides.

C. Cage to be above driver's helmet by 2 inches.

D. 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.

E. The following measurements are minimums. Only those areas indicated will be subject to technical inspections.

Suggested Material: 4130 normalized

TOP RAILS: 1 1/2" x .095"

BOTTOM RAILS: 1 3/8" x .095" OR 1 1/2" x .083"

ROLL CAGE UPRIGHTS: 1 3/8" x .083"

ROLL CAGE TOP CROSS MEMBERS: 1 1/2" x .095"

UPPER RAILS: 1 3/8" x .083"

REAR END SAFETY BAR (mandatory): 1" x .083"

BRACE: 1 1/4" x .065

F. You may be asked to present your car for ultra sound of chassis.

G. All roll cage top horizontal bars, rear vertical bars, and side horizontal bars from the top to shoulder height shall be padded with the minimum of 1/2" thickness etha-foam #220 or equivalent for driver/safety crew safety.

H. The technical official or race committee must approve all roll cages.

Suspension and Steering Components

A. Front axles must be steel only. Minimum sizes 2"x .156 or 2 1/4" x .120

or 2 3/8" x .095 or 2 1/2" x .095.

B. Straight front axle only. Aluminum or Titanium front axles are not permitted.

C. Any conventional torsion bar or coil-over suspension is allowed. Combining the two is allowed.

D. Independent rear suspension is not allowed.

E. Front anti-roll torsion bar assemblies (sway bar) are not permitted.

F. One shock per wheel. No cockpit adjustable shocks.

G. Quick release steering wheel mandatory.

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

I. Drag links must be tethered to the frame with nylon webbing of at least 1 inch width.

J. Steel Tie Rods and Drag Links with Steel Heims must be made of 4130 steel a minimum of 1 inch in diameter and a minimum material thickness of .058 inches. Only magnetic steel tie rods and heim joints (rod ends) will be permitted. Swedging of the tubing will not be permitted.

K. Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be permitted.

L. Torsion arm stops retaining system will be mandatory on both sides of the front torsion bars. 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.

The following Torsion Arm Stop(s) have been approved for competition;

Moose Block 1200 Retainer Kit

All Star Performance All Star 10730 Retainer

CBT Wedge Bolt (expanding mandrel)

Butlerbuilt Mandrel

KKR grove and clip

Kaeding Clip

DMI - T-REX (Torsion Restraint Express System)

The approved Torsion Arm Stop retaining system may be revised from time-to-time with additional approvals and/or other changes to the approved list.

SECTION 4

Weight

- A. Minimum weight 1500 lbs. with the driver fully suited in the car at any time, before, during, or after the racing event.
- B. Additional bolt-on weight will be permitted, but must be mounted and fastened to the frame and/or chassis in a secure manner. All additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and torsion tubes but mounted no higher than upper rails. At the discretion of Trophy Cup Official's additional bolt-on weight may be mounted and/or fastened forward of the front axle, but not past the torsion bar.
- C. Weight cannot be added, moved, or replaced during yellow or red flag conditions.
- D. Any car weighing light after the heats or main will be scored and paid for last place.
- E. 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.
- F. Please DO NOT DRIVE on scales. All cars weighing will have a crew to push car on and off scales.

Weight Rule Procedure

- A. At the beginning of each event, track scales will be used as the official scales for event. Car and driver are weighed as one unit, with driver seated inside the car. Car and driver cannot weigh less than 1500 pounds (with or without mufflers) when weighed as follows:
- B. Mandatory weigh-in for everyone immediately after car exits the track following qualification.
- C. Top Four (4) cars that finish A-main must weigh-in immediately following the event as you exit the track.
- D. Random weigh-in is possible at any time during program, including after feature finish.
- E. Cars may cross scales no more than twice to determine weight.
- F. Scales available at any time for checking weight before program begins, with opportunity to add weight.

- G. It is your responsibility to remove mud before any weigh-in.
- H. If your car crashes during hot laps or qualifying before weighing, car will be weighed after heat race or first race run.
- I. Weights, if added, must be bolted to mainframe and have car # visibly marked on the weight.
- J. If weight is lost during a race, the car will be black-flagged.

Weight Rule Penalties

- A. Cars must weigh a minimum of 1500 pounds WITH driver at any time before, during or after the racing event.
- B. Cars found to be under weight of 1500 lbs after their original qualifying attempt will be given a chance to bring the car up to the minimum weight and receive one lap at the end of qualify. Penalized car cannot start better than 10th in the Heat race.
- C. Once you are re-weighed and pronounced legal, your car starts 10th in heats.
- D. If your car is found too light after a heat race, you will be disqualified from that race program,
- E. If your car is found too light after C-main or B-main, you will be disqualified for the night and lose all points and money for the night.

SECTION 5

Engine

- A. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
- B. Cast iron block required. Aluminum heads are permitted. Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception, no rolover. No overhead cam type motors or multi valves per cylinder heads permitted.
- C. All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder.
- D. Only normally aspirated motors are permitted. No turbo, superchargers or forced induction of any description will be permitted.
- E. No titanium cranks or rods.

F. 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 oil pan for inspection.

Rods

A. Steel rods only.

Cylinder Heads

A. Aluminum heads are permitted. ASCS heads are allowed.

B. Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception.

Injectors

A. Only one nozzle per cylinder. No down nozzles, no injection nozzles drilled directly into head and no computerized injection. Injectors to in 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 engine used injectors must be restricted to 2" inside diameter and 3" in length.

B. No electronic computers or computerized injection.

C. A minimum of two throttle return springs must be used to close the throttle.

D. Must have toe strap on throttle pedal

Ignition

A. Traction control devices are strictly prohibited.

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

Fuel

Methanol Only

A. No additives, except TROPHY CUP approved top oil, which must pass TROPHY CUP fuel test. No nitrous oxide, no turbo chargers, or blowers. Fuel bladders are mandatory. TROPHY CUP officials may check fuel at any time on selected cars during an event. If fuel is found to be illegal, driver and car will be disqualified and all points and money will be forfeited for that day, and driver and car will be suspended for the next three TROPHY CUP races. If purse money has already been paid, neither driver nor owner will race until money has been returned to TROPHY CUP. Owner may be requested to pay lab cost for fuel test.

B. Specific gravity is not to exceed .82 or within (plus or minus) .10 of standard track fuel sample.

Fuel Shut-off

A. Fuel systems must have shut off device within reach of the driver, marked in large bold block letters and painted "Day Glow-Red" color for easy identification. A Waterman shut-off system is recommended for additional safety.

B. All fuel lines and filters will be securely and safely mounted to the satisfaction of the officials or race committee. NO EXCEPTIONS.

Fuel Cell

A. FT3 fuel cells are recommended. An approval fuel cell with bladder is to be used.

B. Suggested fuel cell capable of Green and Yellow Flag Laps determined by track length. Will be informed of number of laps at the Pit Meeting.

C. 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.

D. Mounting fuel tank to chassis: All mounting points must have inner and outer plates attached to the shell or use mounts molded into tank. The plates must be of adequate size to insure the tank being secure to the chassis. All tanks will have four different mounts to the cage.

E. Tank vent MUST have check valve.

F. Manual or automatic fuel shut-offs at tank are highly suggested.

G. Fuel cell used to qualify MUST BE used in all events.

H. All fuel cell mounts subject to safety inspector's or race committee approval.

I. Any car leaking or spilling fuel will be BLACK - flagged.

Radiator

A. Must be in front of engine.

B. ANTI-FREEZE is NOT ALLOWED.

Drive-Line

A. 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 drive-lines must be enclosed and have no more than 1 u-joint and that u-joint must be at the front of the drive-line. U-joint blankets are highly recommended.

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

C. 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

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

Bumpers

A. 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 triangular or 4 point configuration and may not extend outside rear tires.

B. The front bumper may not extend more than 8 inches from the frame and 23 1/2 inches from the center of front axle to front of front bumper or at the discretion of TROPHY CUP officials.

C. All body parts, bumpers and nerf bars must be securely attached.

Cotter pins and wire ties will not be permitted.

Exhaust

A. Mufflers are mandatory. Flowmaster 53545-10 ARE SUGGESTED or Schoenfeld 14272735-78 with turn downs (NO OTHER WILL BE PERMITTED)

You must meet 95dba at 100 feet or you will be disqualified.

B. Mufflers are to be securely fastened.

C. 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).

D. 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. Any car exceeding the tracks legal sound requirements will have the opportunity to correct the muffler system and re-qualify at the end of the qualifying order. If second, one lap, attempt produces a legal sound reading, the car will post that qualifying time for heat line-ups, but cannot start better than 10th in the Heat Race.

E. Track DBA requirements must be met. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE ENFORCED.
SECTION 6

Tires

A. Hoosier HTW must be on Right Rear at all TROPHY CUP Sprint Car Series Events. All other positions your choice.

B. The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering, and/or covering) of tire sidewall markings in any manner will not be permitted. If any competitor is found to have altered their tires any penalty deemed appropriate by TROPHY CUP Officials may be issued. The rear drive tires may be protested by another competitor.

1.) Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the competitor upon inspection of the tires.

2.) The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a

determination is made. If a penalty is issued, the event(s) that fell into the analysis time period while the tire(s) were being analyzed will be considered as part of the penalty time period.

Wheels

- A. Any aluminum, steel six-pin or spline wheel are OK. Any wheel offset is allowed.
- B. Maximum wheel width: Left Rear 15", Right Rear 18", Maximum wheel diameter 15 inches.
- C. Bead locks on all wheels recommended.
- D. Plastic, Titanium, or Carbon fiber wheels are not allowed.

Brakes

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

SECTION 7

Seats

- A. Aluminum and/or carbon fiber-type seats will be permitted. It is recommended that aluminum seats have an FIA and/or SFI rating, any carbon-fiber-type, composite seats must meet the SFI Rating 39.2. All seats must be mounted to the frame as required by the seat and chassis manufacturer.
- B. High-back Aluminum (stock car style) seats should be securely mounted to the frame as recommended/required by seat manufacturer and chassis manufacturer. Sprint car suitable FIA manufacturer approved composite seats are permitted.
- C. Head rest (behind the head) should include padding.
- D. Seat should be mounted in 4 places to the chassis with minimum 5/16" steel bolt and nut.

E. Mounting hole in seat must have a 2" diameter mounting plate with a minimum .060".

F. Positively No Homemade Aluminum, Plastic, or Fiberglass seats will be allowed.

G. A right head net or support is highly suggested. Head nets must be equipped with quick release mechanisms.

H. Full containment seats are highly recommended.

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

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

Safety Belt Requirement

A. 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.

B. Seat Belts: Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date 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 2" seat belt and shoulder harnesses no less than 2" wide and submarine belt (crotch) are mandatory 2" wide shoulder harness for Hans device ok

C. 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 manufactures supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.

D. 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.

E. All belts must be mounted per manufacturer directions to the roll cage separately from the seat.

F. 7 point class belt system highly recommended.

G. Belts must come from behind 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.

H. Harness/belts must be worn at all times when the car is on the track.

I. Two (2) years old on belts maximum. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety.

SECTION 8

Safety

A. All drivers will be required to wear a full face helmet, with a Minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and or SFI 31.1/2005 label at all times on the track or when car is fired.

B. It is strongly recommended that helmets should have the Eject (tm) helmet removal system installed as per the manufactures instructions

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

D. At all times during an event including practice, qualifying and competition excluding starting the car for engine warm-up drives should wear an SFI-approved head and neck restraint device/system that is properly mounted and connected per the manufacture's instructions. The device should meet SFI 38.1 specifications and display a valid SFI 38.1 label.

E. Helmet and face shield must be worn at all times while operating a car on the race track. No goggles permitted.

F. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

G. Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, and shoes are mandatory.

H. Nomex-type or equivalent hood socks or skirts are mandatory.

I. Nomex-type or equivalent socks, underwear are highly suggested.

J. Right Side window Net suggested. Window nets must be equipped with quick release mechanisms.

K. Quick release steering wheel mandatory.

L. Arm restraints are recommended.

M. Flame retardant roll bar padding, knee, and steering pads or padding required.

N. Other SAFETY ITEMS:

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

b. Rock screens with a minimum of .090 inch screens must be securely fastened.

c. A marked electrical kill switch in rear of driver.

d. A marked fuel shut off valve in reach of driver.

e. Flame retardant seat padding is suggested.

f. Drive line u-joint scatter shields is mandatory.

General Safety Requirements

A. A medical examination of any driver may be required as needed by officials for safety.

B. All wrecked cars must be inspected by a safety official before re-entering competition. A race car may be inspected by officials at the time.

C. Any car found to be illegal will be disqualified from competition.

D. Seat belts will be used at all times.

Fire Control

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

SECTION 9

Roll-over Regulations

A. Any car/driver rolling over may be subject to approval to participate in any event that night, unless cleared through the track official. Any official may make comments in regards to the condition of the car and/or driver.
ANY CAR, TEAM, OR DRIVER NOT MEETING SPEEDWAY

SPECIFICATIONS, OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT, IS SUBJECT TO AUTOMATIC DISQUALIFICATIONS AND/OR PENALTIES.

Protests

A. Participating car owners and drivers ONLY may protest another car's compliance with the rules. Car must be still running competitively at end of feature. The protest must be filed IN WRITING and HAND DELIVERED to the Director of Competition or Technical/Pit Steward within 15 minutes of posted finish of last event and must be accompanied by \$200 cash. All disputes will be settled the night of the event.

B. DO NOT ABUSE THIS RULE!

Decisions of TROPHY CUP 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 PROMOTORS DISCRETION

AMB Transponders

Transponders are mandatory on all cars; must be mounted to right front down tube between frame rails They can be purchased through www.ambit.com

Personal TranX260 Direct Powered Transponder By far the most popular with drivers, the Direct Powered Transponder (DP) needs a quick two-wire connection to the car's battery to operate. Once mounted to the car using zip-ties or rivets, the DP Transponder requires no maintenance or upkeep. Personal TranX260 Rechargeable Transponder Ideal for cars that have a limited electrical system on-board or cars whose electrical system is an older 6 volt type, the Rechargeable Transponder offers drivers increased flexibility in operation. For example, the transponder can be easily switched from car to car where a driver races two cars during a weekend. Though the transponder does need recharging after 5 days of operation, its special charging cradle is designed to prolong the battery life when not in use.

Raceceivers

Raceceivers are mandatory on all cars; they can be purchased through www.raceceiver.com

FD1600 Fusion Driver Raceceiver

If you are out of position, you will be asked twice (2) to get into proper spot, if you do not you will be penalized 2 spots for every position that you are out, on the next yellow or at the end of the race, whichever comes first

EIRI

(Except in rare instances) Decisions of officials are final and binding without exception. Any rule changes or clarifications during the course of the year will be amended at www.TrophyCup.org, and will be considered as an official part of these rules.

2014 STATE RULES ALLOWS NO LIQUID DUMPING FACILITIES AT THE FAIRGROUNDS

Each race car that enters the fairgrounds pit area MUST have an empty container(s) approved by the management of the SPEEDWAY that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These containers must be removed with the race car after every race and disposed of at an approved facility at the owner's expense.

NO TIRES TO BE LEFT AT THE SPEEDWAY.