



## 2017 MINIMUM SAFETY REQUIREMENTS

### 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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport, the construction of a racecar and are in no way a guarantee against injury or death to a participant, spectator, or official.

Eldora Speedway, Inc. (Eldora) management shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED 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.

The events will run under Eldora rules and all participants acknowledge that they have received, read and understand all of the rules and regulations associated with the event, and hereby agree to abide by all official Eldora decisions and regulations. Any deviation of these rules and regulations may result in fines or penalties including disqualification from the event.

### – ALL DIVISIONS –

Eldora Speedway, Inc. (Eldora) has adopted the following minimum safety standards, where applicable, for all divisions competing here at 2017.

From time-to-time, the Eldora minimum safety requirements may differ from the mechanical, safety and technical rules set forth by the sanctioning body for the division and/or event. Whenever there is a difference between Eldora's requirements and the published sanction rules (including those issued via amendment, bulletin, entry form, notice or at the driver meeting), the most recent FIA, SFI and/or Snell certification shall prevail.

Each division competing at Eldora contests at least one event in 2017 with a format differing from the series norm, unique to Eldora and/or officiated by Eldora stewards. An Eldora Membership License (\$20) is mandatory for all drivers and car owners in 2017 – regardless of division or sanction (paid back via prize money). Members in good standing – membership is also open to pit crews – are eligible for \$500,000 in catastrophic EXCESS participant accident coverage at Eldora events (an increase of \$450,000) -> [Eldora Membership Application](#)

### BATTERY AND ELECTRICAL

- The battery must be securely mounted with positive fasteners and brackets.
- The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the racecar should the battery become dislodged from the battery mount.
- One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the racecar. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the racecar. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the drivers reach may also be used.

### CARBURETOR

- The Willy's Carburetor roll over plate, part #WCD4000, is approved for competition.

**CHASSIS, FRAME AND ROLL CAGE (updated May 18, 2017)**

- Moved to end of document for clarity and continuity.

**DRUG FREE SPORT**

- Eldora Speedway, Inc., is a DIRTcar-sanctioned speedway and a supporter of World Racing Group's partnership with the National Center for Drug Free Sport (Drug Free Sport). [Click here to read announcement.](#) Drivers competing in events at Eldora are subject to random drug-testing conducted by Drug Free Sport per the [Random Drug-Testing Policy](#). Please read the [Frequently Asked Questions and Answers](#) for more information.

**FIRE SUPPRESSION – APPROVED FOR 2017 – MANDATORY IN 2018**

- It is highly recommended for 2017 that all racecars be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.
- All systems must meet or exceed SFI 17.1 specifications.
- Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
- Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.
- The cylinder must be connected to the nozzles with steel or steel reinforced lines.
- Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle located in the driver cockpit area.
- An optional manual override cable may be added to the system.

**FUEL, FUEL CELLS AND FUEL SYSTEM\***

*\*Divisions utilizing tail tanks must meet World of Outlaws (WoO), United States Auto Club (USAC) or All Star Circuit of Champions rules.*

- An approved fuel cell must be used at all times. Key components of an approved fuel cell are: a metal container, bladder, foam baffling for slosh and explosion suppression, flap valve and rollover vent valve. Fuel cells for modifieds, stock cars and compact cars must meet and/or exceed the FIA/FT3 specifications in 2018.
- Fuel cells must be used in accordance with the manufacturers specifications. Alterations of any kind will not be permitted (example: alterations to top plate, alterations or removal of foam, etc.).
- Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell.
- Fuel cells that are not contained within a welded steel tubing "rack" must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Longitudinal (front to rear) orientation is recommended for strap mounting.
- Fuel caps must have car number on it.

**SAFETY EQUIPMENT – DRIVER EQUIPMENT (updated May 18, 2017)**

- Minimum SFI 16.5 or 16.1 approved racing safety harness is required. Restraints must be mounted per the manufacturer's instructions. The competitor is solely responsible for checking belts, equipment and harnesses for wear compared to the SFI date of expiration.
- Drivers, at all times they are on the track, must have their helmets correctly (following manufacturers installation and use instructions) connected to an approved head and neck restraint. Full-face helmets required. Driver's helmets must display a legible and valid FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label. It is strongly recommended that helmets should have the Eject™ helmet removal system installed as per the manufacturer's instructions. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.
- Drivers must wear a fire-resistant racing suit at all times they are on the track, during practice and competition. Driver's suit must meet or exceed SFI 3.2A/5 specifications and have a legible and valid SFI label.

**SAFETY EQUIPMENT – DRIVER EQUIPMENT (continued...)**

- Drivers must wear gloves at all times they are on track, during practice and competition. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
- Drivers must wear fire resistant shoes at all times they are on the track, during practice and competition. Driver's shoes must meet or exceed SFI 3.3 specifications and have a legible and valid SFI label.
- A Racing Electronics Solo or RACEceiver is mandatory (no other listening/transmitting device is permitted).
- **UPDATED MAY 18, 2017: the Original Equipment Manufacturers (OEM) of racing helmets recommend that helmets delivered with OEM bolt-on integrated aerodynamic features (aero devices, duckbills, gurney lips, wings, etc.) – especially those which are painted and/or wrapped by a graphics customizer – always be reassembled with OEM nylon bolts. OEM bolt-on accessories, as delivered from the helmet manufacturer, should not be re-affixed, bonded, glued or wrapped to the helmet by any method other than as delivered/recommended by the manufacturer as this invalidates the helmet's FIA, SFI or Snell rating. OEM-approved accessory pieces, including aero devices and forced air intakes, should always be attached with double-sided adhesive per the manufacturer's specifications.**

**SAFETY EQUIPMENT – RACECAR INSTALLED**

*\* SFI certification standards, for seats used in dirt late models, modifieds, stock cars, etc., are being developed and the industry will release a compliance timetable when finalized.*

- All seats must be "Full Containment" style constructed of aluminum to the general design specifications of current industry standards (SFI 39.2\*). Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. Consult with your seat manufacturer for questions and recommendations regarding your seat safety system.
- Seats manufactured using carbon fiber or composite materials must meet SFI 39.2 specifications.
- Up-fitting an existing seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Consult with your seat manufacturer for recommendations regarding your current seat. Components must include comprehensive head surround, shoulder and torso support system and energy-absorbing impact foam. Must be installed in accordance to seat manufacturer instructions. Combining components may not meet future SFI certification.
- Seats must be used as supplied and installed following instructions provided by the seat manufacturer. An exception of trimming the length of the left side head surround for the purpose of egress may be approved. If the left side head surround is trimmed to a distance that is less than the most forward surface of the driver's helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.
- Seats must be mounted to a seat frame that is welded to the racecar frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer instructions.

**TIRES & WHEELS**

- Only approved wheel discs will be permitted and only on the right side of the car. **Approved** wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3) magnetic steel hex head bolts (minimum size 1/4") or five magnetic steel dzus fasteners. The use of wheel discs with any other type of fastener will not be permitted. Wheel discs must be marked with the car number.

**VIDEO RECORDING DEVICES**

- Video recording devices ("Cameras"), examples include GoPro, Garmin, Replay, WASPcam, and similar, may not be mounted on the driver's helmet.
- All cameras must be mounted to the chassis or roll bar with a mounting device constructed solely of metal and designed for auto racing. The camera and mount must be tethered.
- Lost cameras will not be returned.

## **CHASSIS, FRAME AND ROLL CAGE (updated May 18, 2017)**

- **UPDATED MAY 18, 2017:** a collective effort of chassis manufacturers; crew chiefs; engineers and racers have provided the following images and developed two additional intrusion plate designs which have been approved for competition.

### **DIRECT WELD – INDIVIDUAL PLATES**

- A minimum 1/8" (.125") thick magnetic steel intrusion plate on the driver's side door bars is mandatory. Individual plates between door bars are permitted but must be weld around the perimeter.

**W1. EXTERIOR VIEW (example used is one of Tony Stewart's dirt cars)**



**W2. INTERIOR VIEW (example used is one of Tony Stewart's dirt cars)**





**APPROVED FOR COMPETITION: WELDED TABS/BOLT ON PLATE**

- Minimum 1/8" (.125") thick magnetic steel intrusion plate measuring a minimum of 16" x 26".
- Intrusion plate must be bolted to fabricated 1/8" (.125") magnetic steel tabs, welded securely to the chassis, using a minimum of eight (8) x 3/8" Allen button head bolts.
- A minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across top of the intrusion plate, a minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across the bottom of the plate, and one (1) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolt in each in the middle front and middle rear of intrusion plate.

**T1. EXTERIOR VIEW****T2. INTERIOR VIEW**

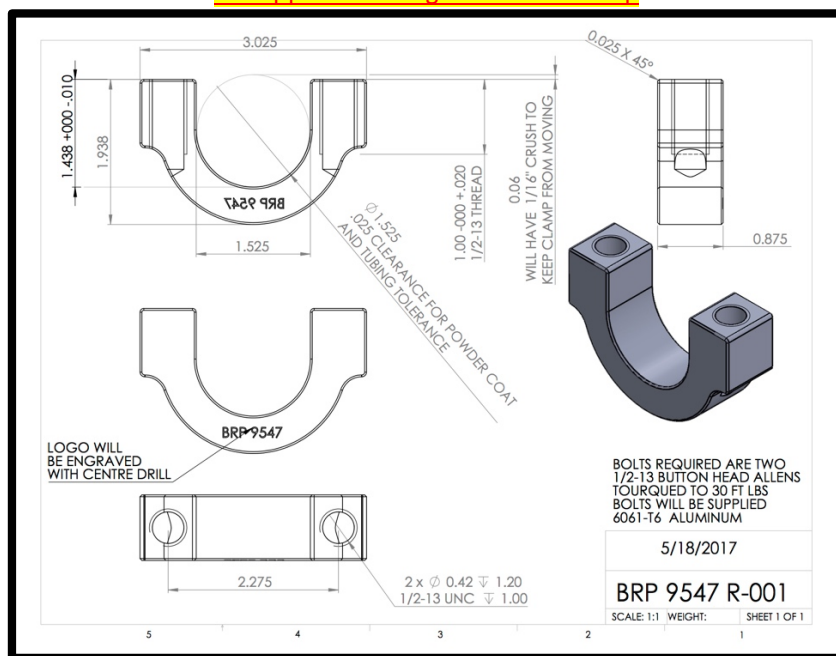
**APPROVED FOR COMPETITION: INDIVIDUAL DOOR BAR CLAMPS/BOLT ON PLATE**

- Minimum 1/8" (.125") thick magnetic steel intrusion plate measuring a minimum of 16" x 26".
- Intrusion plate must be bolted to a minimum of six (6) approved-design door bar clamps using the included 12 x 1/2" Allen button head bolts per the manufacturer's specification.
- A minimum of three (3) approved-design door bar clamps and the included six (6) x 1/2" Allen button head bolts required across top of the intrusion plate and three (3) approved-design door bar clamps and included six (6) x 1/2" Allen button head bolts required across bottom of intrusion plate.
- Vendor and part number must be clearly labeled on part.

Current approved-design door bar clamps (as of May 23, 2017) – in order of submission:

Manufacturer(s): Bicknell Racing Products – Part Number: BRP 9547  
Wehr's Machine & Racing Products – Part Number: WM397

*(no other manufacturer has submitted a design for approval at this time)*

**C1. Approved-Design Door Bar Clamp****C2. Intrusion Plate with Approved-Design Door Bar Clamps**