

Accord Speedway Safety Rules Modified Sportsman Spec Sportsman

Accord Speedway officials attempt to be fair and maintain consistency with application of these rules. Our objectives are fairness and safety.

Accord Speedway rules supersede the rules contained in the previous year's rulebook, as amended, and shall remain in effect, until they are superseded by the rules contained in the next annual Accord Speedway Rulebook. Accord Speedway reserves the right to amend and change any rule. **ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME.**

The rules and regulations set forth above 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 publications of, 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 participants, spectators or others.

Race track officials reserve the right to reject any entrant for any reason they deem necessary. All participants are to conduct themselves in a manner that reflects favorably on the sport at all times. All fines, and/or suspensions will be in effect at all Accord Speedway sanctioned race events. The interpretation and invoking of the rules published herein shall be determined by Accord Speedway officials, at their professional discretion.

Any deviation from rules, specifications, car weights and engine parts will be subject to Accord Speedway tech officials. However, should any approval prove to be an unfair advantage to the overall competition, Accord Speedway reserves the right to rescind any approval it might have given.

At any Accord Speedway event, tech officials will have the final say of all technical legalities of the night's events upon completion. Tech officials reserve the right to disqualify a car and/or driver based on the night's events in accordance with rules and proper racing procedures.

Accord Speedway is not responsible for any typographical errors in this rule book and all rules are subject to change by management at any time.

Mandatory Safety Rules for Modifieds, Sportsman and Spec Sportsman

THE FOLLOWING RULES APPLY TO THE MODIFIED, SPORTSMAN AND SPEC SPORTSMAN DIVISIONS. THESE RULES ARE MANDATORY AND WILL BE STRICTLY ENFORCED.

All cars are subject to inspection at any time. All cars must be free from mechanical defects and be in safe racing condition. Track officials' decision regarding safety infractions will be final.

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top

side bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. It is highly recommended that all roll bar bracing be a minimum of 1 1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.

2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension. Only two roll bar diameters will be allowed. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1 1/2" diameter will require .120" wall thickness.

3. Shock resistant roll bar padding must fully cover all bars that may come in contact with the driver's head while strapped in the seat. On center type steering, all housings, lines and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded.

4. Driver's seat must be securely fastened to the frame or cage in six spots, with a minimum of six (6) 3/8" inch bolts, four (4) on bottom and two (2) on the seat back. All seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as the seat. The seat must be one piece high back type only. The seat must be made of aluminum only (no fiberglass). Seat and steering must be centered in frame.

5. All cars must have a functional padded head rest which must be in line with the driver's head, if not built into the seat.

6. All cars must be equipped with 3" width safety belt and shoulder harness with two (2) belts over the shoulder. Buckles must be of the quick release type. Also, there will be a minimum of one submarine strap. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. Cam lock seat belts are not allowed. If belts have cotter pin locks, the pins must be in place. Belts may be rejected if not in good condition. The sternum houlder harness is highly recommended.

7. All drivers must wear a 2000 or newer SNELL approved helmet and firesuit. The following items are highly recommended: one piece firesuit, full face helmet, fire retardant underwear, arm restraints, gloves, racing shoes and a neck brace.

8. All cars must have a full steel wind screen of substantial material with a maximum individual hole opening of 2" by 1" by 1/16" (no chicken wire or aluminum). Screen must cover entire windshield area left to right across the cage and from the top of the cage down to the hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen enabling the driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.

9. Adequate window openings on both sides of the car must be maintained for the emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 12" high by 18" wide by 30" long to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver's head rest, which prohibit the passage of the inspection box through the cockpit, must be removed.

10. All cars must have a driveshaft cover. All cars with open driveshafts must have a tunnel, made from a minimum of 1/8" thick steel which extends from 2" under the edge of seat to the

back of the transmission, covering the shaft and the drive joint, and output flange on top and both sides. It must extend completely down to floorboards. It must be held in place with a minimum of four (4) 3/8" diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.

NOTE: Closed drive type cars, torque tubes, or bells that already have a 360 degree covering from drive joint back to rear will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver's compartment must have a steel cable (1/4" in diameter or more) or clamp connecting it to a substantial cross-member to limit its range should it break loose. It is also recommended that all these parts have no sharp edges and are padded.

11. Firewalls, both front and rear, are mandatory. The rear firewall must extend from the top of fuel cell to belly pan to isolate driver from the fuel cell. Minimum .050" thick aluminum or steel only. A minimal amount of sheet metal may be cut out for driver shaft clearance. The front firewall must isolate driver from the engine compartment.

12. Belly pans are mandatory and must extend from the firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver's feet in the event that the under pan falls off. This extra floor must be attached to the frame or cross-member or both, and extend from the front firewall past front edge of the seat.

13. All crews must carry an operable fire extinguisher capable of extinguishing gas and oil fires. Onboard "flame-out" systems are recommended.

14. Battery must be properly secured and must have top and terminals completely covered by rubber. **NOTE:** It is recommended that battery be mounted outside of the driver's compartment, and that a battery shut-off switch be mounted ON/OFF with a bright colored paint. The switch should be

clearly visible and easily accessed by the safety crew.

15. All cars must have an ignition switch which is easily accessible within the driver's compartment. The ignition switch should be marked ON/OFF with a bright colored paint and be clearly visible and easily accessible to the safety crew.

16. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright colored paint.

17. Fuel lines, power steering lines and fittings running through the driver's compartment must be made from an approved braided type line only. No plastic or glass fuel filters allowed. High pressure lines and fittings or hot fluid lines running through the driver's compartment must be encased or shielded by a deflector to prevent driver injury.

18. All cars must have four (4) wheel hydraulic brakes in good working order. Brake tests will be held throughout the year.

19. Rear wheels must have a minimum of five (5) lug nuts. A minimum of three (3) lug nuts is required on front wheels only. No knock-off hubs on any wheel are allowed.

20. A fuel cell with a maximum capacity of 22 U.S. gallons is mandatory. No pressure tanks are allowed on fuel systems. The fuel tank must be rectangular or square in shape on all sides with no protrusions, to allow for the measurement of fuel capacity. Cell must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060". The cell must be fully foamed with a minimal cut-out for filler. Cut-out may be no larger than 6" wide by 10" long by 7" deep. Fuel lines must siphon from the top only. There must be a one-way safety valve in the vent line. Fuel tank must be

mounted behind driver. Fuel tank must be secured by at least two steel straps (each strap must be a minimum of 1ö wide) and bolted with at least 5/16ö diameter grade five (3 line) bolts.

21. A horizontal bar with minimum dimensions of 1ö by .095ö wall thickness must be mounted behind the fuel cell for rear impact protection.

22. Exhaust headers must be safe for the driver and exit past the driverø seat. NOTE: All exhaust pipes must exit facing the rear of the car. Pipes may not exit through the doors or in front of the rear tires.

23. No mirrors or reflecting devices allowed.

24. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.

25. A minimum of two (2) throttle return springs and a steel toe loop on the gas pedal are required.

26. No fuel drums allowed on track premises.

27. All competitors must use one-way radio system, drivers found not using a one way radio will be subject to a \$50 fine.