



## 26<sup>th</sup> Annual Vintage Celebration

### Oval Days Safety Guidelines

1. *A Mandatory Safety Inspection must be performed on all participating cars. After a complete inspection a safety inspection sticker will be applied to the race vehicle. **No vehicle will be allowed to participate without a valid safety inspection sticker.***
2. Brakes will be inspected for proper operation and only steel tubing is to be used on hydraulic brake systems from the master cylinder to the point where flexible lines run to the wheels.
3. Fuel cells are recommended, where practical but are not required. Fuel systems must have a clearly labeled shut off valve located in a readily accessible location to the driver. Electric fuel pumps must have a shut off switch which is clearly labeled and within reach of the driver preferably located in the dash area of the vehicle.
4. All cars must be equipped with an ignition cut off switch which is clearly labeled and located within reach of the driver.
5. **All cars must be equipped with a driver restraint system which is no more than five years old.** This restraint system preferably shall be an SFI 16.5 approved system. *(Some consideration will be applied to this rule however under no circumstance will any driver restraint system be accepted that does not have a valid date code stamped on it. This driver restraint system must not be attached to seat pans or sheet metal components unless reinforced by large washers or metal plates. They should be attached to solid chassis components.)*
6. All drivers are **required** to wear a helmet which meets or exceeds the following standards: SA2005, SA2000, SA95, K2005, K98, SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A, or British spec BS6658-85 type A/FR. Helmets should be equipped with an EJECT helmet removal system. *(This is a strong recommendation however not a requirement).* No helmets will be accepted which do not have a label indicating that it meets one of the above listed standards.

7. It is **recommended** that all drivers utilize a head & neck restraint system which is SFI approved. (*This is a strong recommendation however not a requirement*).
8. Tires must not have any blisters, weather cracks, or any nylon cords or steel belts showing.
9. Cooling systems must have a proper overflow catch system. Catch –cans must be of metal or if plastic, made of a material that will not readily melt. Cooling systems must use water only no anti-freeze allowed. We do allow cooling agents to be added to the water as long as they are ethylene & propylene glycol free.
10. Batteries must be located in a safe and secure location. Batteries must be mounted securely.
11. All cars must be equipped with dual throttle return springs when possible. Toe-hook throttle lift devices are strongly recommended.
12. Drivers must be at a minimum 18 years of age and possess a valid motor vehicle operator's license.
13. All participants must wear at a minimum a single layer nomex fire suit which has a current SFI approved label affixed to the garment. In addition a complete ensemble of fire proof underwear must accompany a single layer fire suit which must also have a current SFI label affixed to the garment. Drivers must wear fireproof gloves as well as fire proof footwear.
14. All drivers not using a full face helmet with full face shield must wear either SFI or Snell approved eye goggles.
15. An onboard fire extinguishing system or fire extinguisher is strongly recommended for all participating vehicles. The system or extinguisher should be able to be deployed from the reach of the driver and must be operational and fully charged.
16. It is recommended that all steering wheels should be equipped with a functional approved quick release mechanism. (This may not apply to all vehicles based on historic nature)
17. A firewall should be installed between the engine and the driving compartment. Holes in the firewall necessary for controls and other systems should be sealed as well as is practical. The inspectors shall not require firewalls which would detract from the historic configuration of Vintage open cockpit vehicles constructed prior to 1970.
18. It is strongly recommended that magna fluxing has been conducted on all front end steering and suspension components. Where possible & applicable safety wire should be applied to fasteners. Front end skids are recommended.
19. Safe & reasonable speeds will be determined by the NHMS Track Officials please use good judgment and follow the directions of the Officials. Unreasonable

speeds or unsafe Acts will be dealt with accordingly by the NHMS Officials and may include removal from the speedway.

20. NHMS will provide all on track push vehicles. Personal paddock vehicles are meant just for that the paddock.

Anyone having questions or concerns in regards to the safety rules are encouraged to call NHMS Operations Department at 603-513-5724 to discuss your situation. We understand some rules may not be applicable to all Vintage race vehicles. So please call to discuss your individual situation.