

## ACCORD SPEEDWAY VINTAGE MODIFIED DIVISION (ASVMD)

### GENERAL SAFETY REQUIREMENTS

**DRIVER SAFETY – MANDATORY DRIVER'S GEAR** – Shell 2015 (or newer) approved helmet with shield or goggles; fire-resistant driver's suit, racing gloves and fire-resistant shoes shall always be worn when car is on the track. Fire resistant underwear, neck collar and arm restraints are recommended. Hosting tracks may have more stringent safety rules to be adhered to. Compliance is up to the discretion of the track. **SAFETY OF COMPETITORS IS OUR FIRST CONCERN!!**

**RACEIVERS/SCANNERS** - The use of "receiver" type one-way radios will be **MANDATORY AND PROPERLY WORKING**. It is driver's responsibility to make sure radio is working and to obey all direction from track officials. RACEivers will be checked by an official before each race. If you do not have a working receiver, you will not race! Transponders required, as per track scoring.

**SEATS & SEATBELTS** –Aluminum racing style seats are **REQUIRED. HIGH BACK OR CONTAINMENT SEAT**. 3" wide, 5-point safety harness type seatbelts, in good condition (not more than 3 years old) are required and must be properly mounted to frame or roll cage. Belts must be threaded and fitted for driver properly.

**ROLL BARS & PADDING** – Roll cages of enough size and strength are required. Minimum diameter of main cage tubing shall be 1 – ½" O.D. All joints shall be properly fitted and welded for maximum strength. Roll cage assembly must be securely fastened to the frame by welding or bolting (no floorboard installations) Roll cages shall provide adequate driver protection in event of side impact (3 bars on each side are high recommended). Any surfaces that head may meet must be padded with approved high-density padding. Additional padding on the driver's arms, legs, knees or other body parts is highly recommended.

**FIRE WALLS** – Adequate firewalls must be in place to isolate the driver's compartment from the engine and fuel cell areas. Penetrations in firewalls should be of the minimum size and quantity necessary. Pay special attention to clearance for throttle linkage.

**FUEL TANK** – Fuel cells are **REQUIRED**. All fuel tanks must be fully enclosed in sheet metal. A 1/16th – inch minimum thickness steel plate is recommended under the fuel tank. All fuel tanks **MUST** have tip-over valves, secure fitting filler caps, and leak-free fittings/hoses. Fuel tanks must be mounted to avoid being dislodged in a crash. All fuel cells and their condition are subject to Technical Director Approval.

**FUEL DELIVERY** – No glass bowls on pumps or filters permitted. No rubber fuel hoses permitted in cockpit. Steel or braided lines are required where fuel line passes through driver's cockpit. Fuel shut-off valve within reach of driver and clearly labeled "Off" & "On" is required. Type of fuel: Gasoline Only.

**THROTTLE LINKAGE** – All hardware in the throttle linkage system shall be intelligently designed, installed and in good condition and properly lubricated. Dual throttle return springs shall be provided. Accelerator pedal “toe loop” required.

**COOLING SYSTEM** – A radiator overflow catch can is required. Coolant shall be water only – no antifreeze.

**ELECTRICAL SYSTEM** – Battery must be covered and securely mounted to protect driver and fuel tank. An ignition kill switch within easy reach of driver and clearly labeled “Off” & “On” is required.

**DRIVE SHAFT & CLUTCH** – No drive shaft shall be exposed or driver’s compartment. Drive shaft safety loop required. Drive shaft must be painted white. Clutch bell housings that are located within the driver’s cockpit must be of the explosion proof type (Lakewood or similar style).

**BRAKES** – Operable and effective brakes are always mandatory. Brakes shall be properly bled and adjusted to provide for adequate car control while on the track.

**TIRES & WHEELS** – Tires must be in good condition without excessive wear or deterioration. No dry rotted tires allowed. Wheels must be of adequate strength to sustain the loads imposed by race speed cornering. Lug studs and lug nuts must be adequate to properly mount the wheels used. Safety-type hubs recommended. No mud plugs or wheel covers.

**FRAMES** – The frame weight must be adequate strength to safely support the roll cage structure as well as fabricated frames that have main frame rails of rectangular tube construction (see technical specs for specifics on tube size requirements).

**BODIES** – The body must be securely mounted and offer reasonable protection to the driver. Window openings should be of adequate size to easily exit the car and to allow for good visibility. Window screens in the front windshield area are required. A driver’s side window net is required for cars with driver location on left side. Doors shall be securely bolted, welded, or otherwise secured shut. Hoods and truck lids shall be properly secured by pins or other suitable fasteners (see technical specs for body year eligibility rules).

**WEIGHT** – All weight must be secured to the chassis. Example: bolted or weight clamps. Weight must be painted white and have the car number lettered on it.

**RULES PROPOSED FOR THE 2024 SEASON WILL INCLUDE THE USE OF HEI IGNITION ONLY AND THE USE OF MSD REV LIMITER 8727CT. SET AT A PREDETERMINED RPM.**