

# Tail Creek Raceways Safety Standards and Rulebook 2017

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\*\*Please be aware that it is not our goal to prevent anyone from racing, it is our goal to uphold the highest level of safety. And to provide the safest environment for our racers, staff, volunteers and spectators.

## General safety

### Tech

- All race groups, associations, organizations, and event promoters must hold and meet the Tail Creek minimum safety / tech and rules to hold, host or participate in an event. All race groups, associations, organizations, and event promoters must hold a pre tech or tech racers prior to start of any competition and take responsibility for the participants to meet Tail Creek minimum tech and safety. All racers must pass tech and be tagged prior to start of race, or any qualifying. It is the responsibility of the driver to ensure all components of the safety rules and regulations are met. It is the driver's responsibility to ensure that, co drivers, pit crew, and others associated with race units or race team meet all safety rules and regulations. It is the driver's responsibility to have safety equipment and racecar available for tech at posted time.

- Tech will consist of a yearly tech inspection and pre race safety tech inspection.

### Drivers meeting

- All competitors must attend the Driver's Meeting. This will be held at a designated location before the start of the event. Specific information is given at these meetings, as is posting of running order and staging assignments. Failure to attend is not an excuse for infractions, rule changes or not knowing information given at the Driver's Meeting.

### Sportsmanship

-During all Tail Creek Raceways events, proper sportsmanship is required. If a competitor or team member (including pit crews) promotes unsportsmanlike conduct, is rude or abrasive to officials, local authorities, other teams, media or spectators, destroys property, or displays drunken or disrespectful behavior, they and/or the entire team may be disqualified from the current event and/or future events. The Tail Creek Raceways goal is to promote a respectable sport and promote sponsoring companies in a professional light. Therefore, unsportsmanlike conduct will not be tolerated.

### No Chase Race Rule

- No outside assistance from any party to aid in furthering your race. Recovery crews are provided for help only in up righting an over turned vehicle or removing a vehicle from a dangerous portion of the racing surface. Assigned staff Recovery teams will not assist teams with repairs, towing to the pits or any help that aids further progress on the racetrack. If an assigned staff recovery crew is used to move a stuck vehicle from a dangerous portion of the race surface, they can only move the vehicle back in the direction from which it came and only as far as to make it safe for other teams to pass. Once a vehicle is unstuck it may again proceed with the remaining portion of its race. Cars racing in the same race or heat may help other cars in said race or heat with recovery, repairs, supplying or bringing parts or tools to another team. Only the driver and riding co-driver will be able to assist in any fashion stated above. Under no circumstance may a vehicle leave the race course to return to a pit for help except in a designated entrance to said pit area. Drivers or co-drivers may leave their vehicle on course in a non-dangerous location and return on foot to a pit location to retrieve parts or tools needed to repair their own vehicle, during such a trip no one may aid them with the trip or retrieval of parts or tools expect another vehicle in the same race or heat. The penalty for breaking any portion of the no chase rule is disqualification, if the rule is determined to have been broken but the race has finished and a team continued to race the team will still receive the disqualification and any laps counted after the infraction will be removed from the race history and any awards returned to race authority. It is the drivers' responsibility to know and understand this rule in whole. No one can change this rule during any race, including race staff, property owner or any outside source.

### Flags

Green – Go, start or resume racing.  
Yellow – Caution, slow to pace, danger ahead, no passing  
Red – Stop, complete stop, stop on spot / hold in position  
Black – black flag pointing at car warning, black flag waving at car DQ  
White – Last lap  
Black / White checkered – finish, race over

### On course break down

Car must pull over to safe place if possible or into hot pits, no outside help on racecourse except from other competitor. Only exit vehicle when safe to do so. Pit crew to only assist in hot pit area. It is the racers responsibility to arrange removal of vehicle to pit area at completion of race; on site recovery is for race recovery only and not for tow to pit purposes.

### Pits / pit area

Zero tolerance to speeding, showboating with racecars or vehicles  
Zero tolerance to breaking any environmental rules  
Only racers and pit crews allowed in pit area during competition.  
Pit area and general camping area must be separate and defined  
Pits to be in designated area as defined by Tail Creek management

### Officials

Zero tolerance for the abuse of any grounds or track officials, timers or staff. Any abuse of any official, volunteer or staff may result in fines, penalties or disqualification from event or series.

On course officials, recovery staff, volunteers must wear high visibility vests while participating in any event and must be labelled as staff of the event or identified to the event or group.

Media, any on course media must wear high visibility vests while participating in any event and must be labelled as staff of the event or identified to the event or group.

## Other / alcohol / illegal substance

Drivers, co drivers, pit crew are to be free from the effects of alcohol or illegal substances while operating, racing, driving or assisting with race or race car during race time or qualifying.

# VEHICLE REQUIREMENTS (all classes)

## EQUIPMENT CONDITION AND FUNCTION

All necessary or required equipment, gear, devices, safety equipment, and vehicle components, as described in Rulebook (including any special rules or supplementary regulations), must be in good and proper working condition at the time of technical inspection. Certain equipment and components must remain serviceable throughout the event, and if damaged must be repaired or replaced before continuing to race or allowed on course.

## SAFETY EQUIPMENT

### DRIVER RESTRAINT SYSTEMS

- All vehicles must have a five-way, five-point H-style driver restraint system for each occupant. Driver restraint systems must use a latch-and-link style quick-release buckle (push button are not permitted). Driver restraints must incorporate a lap belt, anti-submarine strap, and shoulder straps. Unless specified in class spec (sportsman)
- The driver restraint system shall consist of at least one 2" wide anti-submarine strap, one 3" wide lap belt and two 3" wide shoulder straps. Sternum straps and chest buckles may be used.
- Belt/strap material shall be nylon or Dacron polyester. Driver restraint system must be in new or perfect condition with no cuts, frayed layers, chemical stains, or excessive dirt and must be in flexible condition (i.e. material must not be stiff). All driver restraint systems must show the manufacturer's name and the month and year of manufacture. All driver restraint systems must be replaced after three (3) years from date of manufacture. It is highly recommended that all driver restraint systems be replaced after one year from the date of manufacture.
- No portion of the driver restraint system may be altered in any fashion from the manufacturer's standard design.
- All driver restraint systems must be properly mounted in accordance with manufacturer's directions and recommendations. Bolt in, wrap-around, and snap-in mounting styles are permitted, except that lap belts may not be mounted by wrap-around method. In addition to conforming to the manufacturer's directions, driver restraint system installations must also conform to the following: The driver restraint system must be mounted to structural members able to withstand the load the restraint system will place on them in a crash, without rupturing or failing.
- Driver restraint system must be used with a seat with the proper number of slots, in the proper locations, for the belts. Seats must not be modified to create belt slots.
- Driver restraint systems must be worn properly tightened, by all occupants, at any time the vehicle is in motion.

### SAFETY NETS

- Safety nets are mandatory on all vehicles and must cover the complete open area of the cockpit on both sides of the vehicle to the extent that it is impossible for any limb or body part of any occupant to protrude from the vehicle at any time when the occupant is properly seated and strapped in their normal driving / riding position.
- Nets must be installed on the inside of the roll cage to prevent them from being damaged or coming off in a roll over or slide on the side. Nets attached to doorframes are permitted. Nets must be installed so that the occupants can release the netting unassisted and exit the vehicle regardless of the position of the vehicle.
- For vehicles using factory or factory-style doors, Lexan in the side windows can be substituted for nets as long as positive secondary latching devices are used on the doors. Lexan side windows must be mounted in such a fashion as to allow quick removal in event door will not open.

### SEATING

- All seats must be manufactured by a recognized manufacturer that specializes in seats for racing applications, and be of a type suitable for the event. Stock (OEM) production seats are prohibited. Unless specified in class rules and regulations (sportsman / UTV)
- All seats must be securely mounted to frame of vehicle and mounts must be properly reinforced to keep seat from moving in relationship to the frame. Adjustable track-type seat mounts must be securely mounted to frame of vehicle to allow no lateral or vertical movement between seat and frame or mounting track and frame.
- Headrests constructed of at least 2" thick resilient padding and being approximately 36 square inches in area are required.
- Seats must have appropriate slots to properly accommodate driver restraint system.

### FIRE EXTINGUISHERS

- Each vehicle must carry a portable UL approved 2.5 lb. or greater ABC-class dry chemical or equivalent Halon fire extinguisher. Fire extinguisher must have a gauge, be fully charged, and be easily accessible from inside of the vehicle (Recommended accessible by all occupants). An additional 2.5 lb. or greater ABC-class, dry chemical or equivalent Halon fire extinguisher must be mounted in a position that is easily located and accessed from the exterior of the vehicle by persons not familiar with the vehicle. All extinguishers must be mounted in a manner that permits their removal and use without the use of tools. All fire extinguishing/suppression systems must have a current (less than one year old) fire marshal's seal and attached label.

### HORNS

- All vehicles must have a loud horn. Horn must be clearly audible from a distance of 100 feet in front of the vehicle. The use of sirens is permitted, in addition to a horn, during the actual on-course portion of the event. Disposable air horns are not an acceptable method of meeting the horn requirement, unless specified in class regulations (sportsman / UTV)

### FIRST AID KIT

- A weatherproof first aid kit must be carried in each vehicle at all times and must contain at least basic first aid items. The first aid kit must be easily accessible within the occupant's area without having to remove any body panels or equipment. Occupants with special medical needs should make those needs known in an obvious location on their fire suit or helmet.

### GENERAL VEHICLE COMPONENTS

- The vehicle occupants must be able to quickly and easily enter and exit unassisted with the vehicle in any position. Firewalls and/or bulkheads must separate the driving compartment from any fuels, engine fluids, and acids.
- Oil coolers, transmission coolers and radiators located in front of the vehicle occupants must have a shroud that, in the event of a rupture or leak, will prevent liquids from blowing back or leaking onto the occupants. All hoses running through the passenger compartment must be shielded. Steel braided hoses do not

constitute a shield.

- All vehicles with operational doors must have positive locking mechanisms on the doors and doors must also have a permanently attached positive secondary latching device.
- All vehicles must have an all-metal firewall separating the occupants' compartment from the danger of fire from the engine and fuel supply. A minimum firewall must be liquid tight and extend from body side to body side. If engine is rear-mounted, firewall must be liquid tight and extend from the driver's shoulder height to the vehicle floor and extend from body side to body side. If rear mounted fuel cell is higher than driver's shoulder height, a firewall between the driver and the fuel cell must extend at least 2" above the top of the fuel cell. The hood is considered an extension of the firewall on front engine vehicles. Any hole placed in the firewall for structural members, lines, etc. must be kept to a minimum. The hole should not have more than 0.0625" gap around the items passing through the firewall. Metallic tape must be used to seal the hole between the firewall and the item passing through the firewall. Rear mounted engines are not required to have a top mounted hood.
- Floorboards are required on all vehicles. Floorboards must cover the entire area from in front of the pedal assembly to behind the seat(s), and from the outside edge to the outside edge of the vehicle. Installation must be done in such a manner as to afford maximum protection to the occupants from debris.

### **Bumpers**

- Safe front and rear bumpers are required on all vehicles. No hazardous front or rear bumpers, nerf bars, frame heads or other protruding objects from vehicles are permitted. Ends must be capped and rounded to prevent any sharp edges. Bumpers and nerf bars must be designed in a way that reasonably minimizes the chance of two vehicles becoming locked together. Bumpers should cover both the front and rear tires in a manner that would prevent tire-to-tire contact in a front or rear impact with another vehicle.

### **Mirrors**

- A rear view mirror is required on all vehicles. Mirrors must have at least six square inches of mirror surface. Mirror must have a reasonably unobstructed view of area behind vehicle.

### **Spare parts / tools / extra equipment**

- All spare parts and extra equipment carried on or in a vehicle must be securely attached or stowed to prevent movement during competition. All spare parts and extra equipment must be carried in a manner that minimizes the risk of injury to the vehicle occupants.

### **ROLLCAGES**

The roll cage is considered to be the main 6-point structure that surrounds and protects the vehicle's occupants. All vehicles must be equipped with a roll cage fabricated of 1020 mild steel mechanical tubing or better (higher carbon content or alloy steel). The following minimum mild steel tubing sizes for roll cage main structure, based on dry vehicle weight rating (DVWR) in race trim, not including occupants, are recommended: DVWR Under 3200 lb. - 1.5" diameter x .120" wall thickness. DVWR 3201 lb. - 4400 lb. - 1.75" diameter x .120" wall thickness. DVWR Over 4400 lb. - 2" diameter x .120" wall thickness. Supporting Tubes as defined above with an unsupported span of less than 30" are allowed to be the same diameter as the main structure in the .95" wall thickness or .25" smaller tube diameter with .120 wall thickness. All unsupported span more than 30" must be the same diameter and thickness as the main structure. No aluminum or other non-ferrous materials are permitted. (All specifications may be substituted with metric equivalent).

- Roll cage main structure material may be CREW, DOM, WHR, or WCR mild carbon steel or 4130 chromoly alloy steel. All welds must be of high quality and craftsmanship with good penetration and with no undercutting of parent material.
- All roll cage components (hoops, braces, gussets, etc.) must have a minimum of 3" of clearance from any vehicle occupant's helmet when occupant is seated in normal driving/riding position. All roll cage components that might come into contact with the vehicle occupants' helmets must be padded.
- Roll cages must be securely mounted to the frame, chassis, or body. Roll cage terminal ends must be attached to a frame or body member that will support maximum impact and not shear or allow movement in the cage.
- Cab/body-mounted roll cages must sandwich the body structure using a minimum of two .1875" thick, dissimilar sized, doubler plates, one on each side of the body structure. Roll cage mounting fasteners must be at least .375" diameter S.A.E. Grade 8 or equivalent or better. Sandwich plates, if used, must be oriented only in the horizontal plane. No vertical or other non-horizontal sandwich plate orientations are permitted.
- All vehicles, including those with stock steel doors, must have at least one side bar on each side of vehicle that will protect occupants from side impact. The sidebars must be of the same tubing material and dimensions as the main frame of the roll cage. The sidebars should be as close to parallel to the ground as possible, must be located to provide maximum protection to the occupants, and must be securely welded to the front and rear hoops of the roll cage. The location of the sidebars must not cause difficulty in entering or exiting the vehicle.
- Gussets must be installed at all major intersections, including diagonal and rear down braces, where single weld fractures can affect occupants' safety. Gussets constructed of 3" x 3" x .125" flat plate or split, formed and welded corner-tubing, or tubing-gussets made of the same material and thickness as the roll cage may be used.
- Six (6) point mounting cages are required over the occupants.
- A minimum .040" expanded or flat sheet magnetic steel or .125" aluminum must cover the area immediately above the occupants' seats and be attached via welding or bolting to a steel tubing frame work.

### **ENGINE**

- Engine shall be free of leaks. See ENVIRONMENTAL for more information and rules related to environmental concerns and considerations. Engine vents shall run to a fluid containment system, and dipsticks shall be locking type. See ENVIRONMENTAL for more information and rules related to environmental concerns and considerations.

### **Mufflers / exhaust**

- Mufflers are required on all vehicles. Exhaust system outlet must extend a minimum of one foot past the rear of the occupants' compartment; be directed rearward out of the body away from the occupants, fuel cells and tires; and be placed in such a manner as to minimize the production of dust.

### **TRANSMISSION**

- Transmission shall be free of leaks. Every vehicle must have a functional reverse gear. Transmission shall have an approved scatter shield, or approved floor between occupants and transmission.

### **Transfer case**

- Transfer case shall be free of leaks. Transfer case vents shall run to a fluid containment system.

### **DRIVESHAFTS**

- Driveshaft U-joints shall be covered with a minimum of forty-thousandths aluminum, or 20 ga. steel, or 20 ga. expanded metal, or 1/8" lexan such that pieces are deflected away from the occupants in the case of U-joint failure. Material only needs to be installed between occupants and driveshaft U-joints. A rear driveshaft loop is recommended

### **STEERING**

- Power-assisted steering systems shall be free of leaks. Power-assisted steering vent tubes must be attached to a fluid containment system, which prevents any fluid from leaking onto the ground. Drag link and tie rod ends designed for use with a castellated nut and cotter pin must be secured with a cotter pin. Spherical rod ends (Heim joints) are a permitted replacement for OEM-style tapered tie rod ends. All hydraulic steering lines must be in good working order and free of cracks, defects, or leaks. Hydraulic lines shall be run in a manner that protects them from possible damage.

## **SUSPENSION**

- Suspension pivot points and connecting points must be free of cracks and in good physical condition. Shock absorbers shall be free of leaks

## **BRAKES**

- Brakes must be able to apply adequate force to lock up all four tires. Brakes must be in a safe operating condition and free of leaks during the entire event. If brake system problems occur during the event they must be repaired before continuing in competition. Turning, cutting, or steering brakes are permitted. Manual, vacuum boosted, and hydraulically assisted breaks are permitted. Brake pedal(s) mounted in driver's foot-well must be able to operate all brakes with a single foot. Transmission and/or pinion-brake systems are permitted, providing they meet all other requirements specified herein. Each vehicle shall have a means of applying continuous brake pressure while vehicle is parked with occupant(s) outside the vehicle. Hydraulic "line-locks" or mechanical "emergency brakes" are permitted.

## **CONTROLS**

- All throttles, whether controlled by hand or foot, must have at least one return spring of sufficient stiffness to instantly close the throttle plate when the throttle is released. Carbureted vehicles must have at least two throttle-return springs, at least one of which must be attached to the carburetor. All vehicles should have at least one throttle return spring at the throttle plate and one at the throttle control (pedal or hand control). Computer controlled throttles (Electronic Throttle Control or "drive-by-wire" systems) are exempt from the requirement to have a return spring at the throttle body, but must have a return spring at the throttle control (pedal or hand control) or maintain the stock OEM system. A positive stop or throttle override system must be used to prevent throttle linkage from sticking in an open position.

## **FUEL SYSTEM**

FUEL: TYPES any of the following commercially available fuels may be used, Service station pump gasoline (the type normally used in passenger vehicles for highway use, this also includes E85.) Racing gasoline, as originally manufactured, Diesel fuel, Propane or natural gas. Alcohol and nitro-methane and NOT permitted.

## **FUEL: STORAGE**

- Safety fuel cells are required for all vehicles. Auxiliary fuel tanks may be added. Auxiliary fuel tanks must also be safety fuel cells. There must be a substantial cross member and firewall between the fuel tank and the occupants. Fuel tanks shall be mounted in a fashion to protect the tank from damage due to a rear-end collision, impact from debris or rocks from below the vehicle, damage due to roll over, or the possibility of damage from chassis flex. Safety fuel cells shall consist of a bladder enclosed in a smooth-skinned container. The container shall be constructed of 20 gauge steel, 0.060" aluminum or 0.125" Marlex. Magnesium is strictly prohibited. Container must be securely attached to vehicle with bolts or steel straps. All fittings must be built into the container skin and bonded to the container skin as an integral part of the tank or mechanically sealed by a ring and counter-ring system by either flat joint or an O-ring. Internal baffling is mandatory in all fuel cells. Foam is an acceptable form of internal baffling. Bladder construction shall be of nylon or Dacron woven fabric impregnated and coated with a fuel resistant elastomer. Rotary molded polymer cells are acceptable when encapsulated in a container constructed of 20 ga. Steel or 0.060" aluminum.

- No jerry cans or other portable fuel containers shall be permitted in or on any entrant vehicle during the event. Use of jerry cans or other portable fuel containers will subject entrant to a time penalty or disqualification.

- Alternative fuels (propane or natural gas) must use an approved fuel cell as determined by DOT standards. Forklift propane fuel tanks are permitted. Alternative fueled vehicles shall not use auxiliary fuel cells.

## **FUEL: PLUMBING,**

**FILLING & VENTILATION** Design and installation of fuel tank and related components (plumbing) must prevent fuel escaping from fuel pickups, fuel lines, fuel fillers and fuel vents if the vehicle is partially or totally inverted. Fuel isolation valves that facilitate isolation of the fuel tank from the fuel supply line, fuel return line, and fuel vent line are required. Ball valves, or a combination of ball valve and one-way check valve, located at the supply, return, and vent line are acceptable. Fuel isolation valves shall be located such that, with the vehicle in any position, they may be rapidly closed to restrict the continuous flow of fuel onto the ground in the event of a fuel line failure.

- Fuel tank must be filled from, and vented to, the outside of the occupants' compartment.

- Fuel filler lines and positive-locking, non-vented fuel filler caps must be located and secured in such a manner as to prevent them from being knocked off or open during vehicle movement, rollover, or accidental impact. Monza/flip-type caps are strictly prohibited.

- All fuel fillers attached to the frame or a body panel must be connected to the tank using flexible couplers. All fuel fillers must be surrounded by a boot or splashguard (body panel is acceptable as a splashguard, if it is sealed). Boot or splashguard must direct fuel spillage to outside of vehicle and away from occupants' compartment, engine, and exhaust. A fuel filler rollover-check-valve must be incorporated into all fuel cells. It is highly recommended that detachable fuel filler caps have a flexible strap or chain to secure them to the vehicle. Fuel vent lines must have a rollover check valve incorporated at the fuel cell, and must vent outside of occupants' compartment, and be directed away from the engine and exhaust system.

- Fuel vent line must use one of the following routings. Fuel vent line must extend to the highest point of the roll cage nearest the fuel cell, across the width of the vehicle, and down to below the belly pan of the vehicle or 3" below the fuel cell, whichever is lower. OR, Fuel vent line must loop above the fuel cell to a point that is 4" above the top of the fuel cell. From there it shall be wrapped one full loop around the outside of the fuel cell near the top of the fuel cell and then be routed down to a point 3" below the lowest point of the fuel cell.

- Fuel mats are required for all refueling. No vehicles shall be refueled outside approved pit locations. Storage of fuel in the pits shall consider safety the highest priority. Check with local event restrictions concerning the storage, transportation, and transfer of fuel.

## **ELECTRICAL SYSTEM**

- **KILL SWITCH** A brightly colored, highly visible, easily distinguishable, master kill switch must be located in the dashboard area of the vehicle and be clearly labeled. The master kill switch must be able to shut down the entire primary electrical system for the vehicle. The master kill switch must shut down the engine when in the off position. Winch power supply and low amp draw secondary electrical equipment, which requires an uninterrupted power supply, may circumvent this switch. It is highly recommended that heavy-duty marine-style battery disconnect switches, capable of carrying total vehicle current load (including winch) be used and wired so that the entire electrical system can be disabled with one switch. Kill switch should be accessible by all occupants in the vehicle.

## **IGNITION**

- Each vehicle must have a positive action on/off ignition switch in. The switch must be labeled "ignition on/off" and be located within easy reach of the driver and from the outside of vehicle. All electric fuel pumps with independent switches must be labeled "fuel on/off" and be within easy reach of driver and from outside of vehicle. It is highly recommended that electric fuel pumps not be independently switched.

## **BATTERIES**

- Batteries must be securely mounted with metal brackets, clamps, or tie-downs (bungee cords and ratchet straps are NOT sufficient) in a manner that prevents displacement in a roll over. All flooded cell batteries must be fully enclosed in a battery box, including the top, sides, and bottom. Enclosure must be able to contain the quantity of acid contained in the battery. Batteries shall not be located in the occupants' compartment. Batteries shall be considered as being in the occupant's compartment if there is no firewall between the battery and the occupants. All batteries shall be the sealed, non-spill type. Absorbed glass mat (AGM) or "gel cell" type batteries are highly recommended.

## **LIGHTS**

- Working headlights are only required for events where any portion of the on-course event takes place between sunset and sunrise. All vehicles must have a minimum of two taillights, two brake lights and one rearward facing amber light. Stock taillights, if so equipped, are permitted as long as they remain on whenever the vehicle's ignition is on. A rearward facing amber light must be installed on all vehicles. All rearward-facing lights must be protected against damage that may be caused by a rollover. Taillights must be at least 3" in diameter. If during an event any required light fails to operate, the light must be fixed or replaced at the next available pit before the vehicle can continue in the event.

# Personal Safety Equipment

## Race Suit

- One-piece fire suits are recommended. Two-piece suits are permitted to the close of the final race of 2017. Suits must cover from the neck to the ankles and to the wrists. The suits must not have any holes, rips, or tears, nor be worn thin. Suits must also be free from any petroleum-based contaminants. All suits must be made from fire-resistant material with the manufacturer's fire resistant rating label attached. A minimum of a two-layer fire suit, is recommended. Fire resistant gloves and footwear are very highly recommended. (Coveralls and oilfield work gear is not an acceptable alternative)

## Helmets

- Helmets must be approved by, and bear the sticker of, one of the following: Snell M2005/SA2005/M2010/SA2010 DOT/ECE 22-05/BSI. Primary helmet fastening must be by means of straps using D-ring buckle. No snaps or Velcro will be permitted as the primary means of securing the helmet. Snaps or Velcro may be present as a means of securing the loose ends of the helmet's straps. The interior and exterior of the helmet must be free from defects (i.e., the padding must be in good condition and the exterior of the helmet must not be damaged). It is strongly recommended that entrants use helmets specifically designed for motor racing. All helmets must work in conjunction with neck ring / HANS device. Motorcycle beanie style helmets are not acceptable, full face helmets are highly recommended.

## Eye Protection

- Shatter resistant eye protection is required for all competitors

## Neck braces

Neck braces are highly recommended for all competitors. Neck braces should be worn and provide adequate support and have a fire-resistant covering in good or like-new condition. It is highly recommended that a neck brace made by a recognized manufacturer be worn.

# Environmental

## Fluids and containment

All participants race groups, associations, organizations, and event promoters will take responsibility for any spills or environmental damage caused by fluids. All vehicles participating in any event must meet the minimum rollover protection fluid containment rules as outlined. All participants race groups, associations, organizations, and event promoters will be responsible to remove all fluids from site and dispose of in a manner fitting to Alberta laws. No fluids are to be disposed of on site.

Work areas (pit area) must be lined with tarp to prevent fluid transfer to the ground, (e.g. when work or maintenance to race vehicle is being performed including fueling of vehicle a tarp greater than the size of the race vehicle must be laid out to collect any spills or leaks.) it will be highly recommended that all race vehicles be parked on tarps when not in use to prevent spills or leaks. All fluids must be stored on tarps in a manner that will prevent leaks or spills.

## Spills

Any spills or loss of fluids on race track or any area owned or operated by Tail Creek Raceways must be reported and cleaned up immediately following environment Alberta's rules and regulations.

## Fire / fire prevention

All racers participants race groups, associations, organizations, and event promoters will have a fire prevention plan in place. All participants will have a dedicated fire extinguisher at each of their pit sites separate from the race vehicle to prevent fires and wild fires.

# Officials / Volunteers Safety

Zero tolerance for the abuse of any grounds or track officials, timers or staff. Any abuse of any official, volunteer or staff may result in fines, penalties or disqualification from event or series.

On course officials, recovery staff, volunteers must wear high visibility vests while participating in any event and must be labelled as staff of the event or identified to the event or group.

Media, any on course media must wear high visibility vests while participating in any event and must be labelled as staff of the event or identified to the event or group.

All officials, volunteers, recovery staff, race staff and organizers must meet a minimum safety standard when operating on or around the race track and Tail Creeks Raceways site. Proper safety gear must be worn including, closed toe shoes or boots, safety glasses when appropriate, clothing that will not cause injury, gloves when doing recovery or working with winches.

A documented safety meeting and training of staff, race officials and volunteers must be held and documented. An accurate head count must be available for all volunteers, staff and race officials separate from the general public, and all staff, race officials, volunteers and media must be identifiable by way of bracelet or visible credentials.

\*\*\* All drivers, co drivers and pit crew are responsible to comply with all listed rules, tech rules and uphold a high standard of race etiquette.

\*\*\* Tail Creek Raceways officials have the right to modify, amend or make changes to rules as needed to create a safe and competitive environment.