



2018 Safety Rules & Guidelines

1. Stock car racing is an inherently dangerous sport. Each Member assumes that risk when he/she participates in an Event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact.
2. Although safety generally is everyone's concern, *WCS* cannot be and is not responsible for all or even most aspects of the safety effort.
 - a. Promoter: The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for the Event; that adequate safety personnel and equipment are provided for each Event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the Event.
 - b. Competitors: All Competitors are obligated to inspect for any unsafe condition with respect to the racing facilities, his/her race car and all related equipment, safety personnel and equipment, and/or conditions at the track on a continuing basis before, during and after the Event. Competitors must report to the Promoter and Track Officials promptly any inadequacy or unsafe condition in the facilities, race car, personnel and equipment, and/or conditions at the track. Competitors also are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize to the degree possible the risk of injury to themselves and others.

NEITHER *WCS*, TRACK OFFICIALS OR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

- c. Track Officials: Track Officials should report promptly to the Promoter any observed safety inadequacies in the racing facilities, safety personnel and equipment, and/or conditions at the track. In addition, if a Track Official observes any safety inadequacy in a Competitor's race car, racing equipment or conduct, the Track Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations and driver ability or experience tests. The Competitor is obligated to follow the Track Official's directives.

WCS IS NOT RESPONSIBLE FOR THE ACTIONS OR INACTIONS OF ANY TRACK OFFICIAL AS IT PERTAINS TO SAFETY, OR FOR THE ADEQUACY
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OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

3. Each Competitor agrees and consents that in the event of injury or death in the course of or as a result of an Event, WCS may obtain access to and copies of any and all medical records of the Competitor related to such injury or death.

4. **PERSONAL SAFETY EQUIPMENT** - a.

General:

1. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event.

TRACK OFFICIALS, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.

2. Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment.
3. The Promoter will be solely responsible for determining whether to mandate particular equipment, and may establish Local Track Rules with respect to such equipment. Each Competitor is solely responsible for familiarizing himself/herself with such Local Track Rules. WCS strongly recommends, however, that each Competitor consider the use of and follow the guidelines regarding such equipment, as set forth in the remainder of this sub-section 6-4.

b. *Protective Clothing:*

1. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification, as a minimum, and visibly display a valid SFI 3.2A/5 label on the outside surface of the left sleeve.
2. Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes, gloves, head socks and/or helmet skirts should meet the SFI 3.3 specification, as a minimum, and visibly display on the outside surface, a valid SFI 3.3 label. It is recommended that underwear and socks meet the SFI 3.3 specification.
3. During Race conditions, any crew member who steps into the car servicing area should wear a fire resistant uniform meeting the SFI 3.2A/1 specification and fire resistant shoes meeting the SFI 3.3 specification as a minimum. A uniform meeting the SFI 3.2A/5 specification is recommended. A valid SFI-label should be visibly displayed on the outside surface of the left sleeve of the uniform and a SFI label should be visibly displayed on the outside surface of the shoes.



4. Each crew member should also wear fire resistant accessories that effectively cover the remaining parts of the body.
5. During Race conditions, any crew member involved in fueling the car or

handling and transporting fuel in the garage or pit area, if any, should have all parts of the body protected by fire resistant clothing and/or equipment. The fuel handlers should wear a fire resistant uniform meeting the SFI 3.2A/5 specification, as a minimum, and display a valid SFI 3.2A/5 label on the outside surface of the left sleeve. A one-piece uniform is recommended. Shoes and gloves should meet the SFI 3.3 specification and visibly display a valid SFI 3.3 label on the outside surface. A fuel resistant apron should be worn during refueling operations. The fueler apron should meet the SFI 52.1 specification and visibly display a valid SFI 52.1 label. It is recommended that underwear, head socks and socks meet the SFI 3.3 specification.

6. IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT TRACK OFFICIALS, OR THE PROMOTER TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

c. *Other Safety Devices*

1. It is recommended that each car have, within the driver's reach, a manually controlled push or pull knob which activates a built-in, fully charged fire extinguishing pressurized cylinder, with a visible, operating pressure gauge. It is recommended that an automatic thermally activated discharge nozzle be used in addition to the manually controlled push or pull knob. This extinguisher system should meet the SFI 17.1 specification and display a valid SFI 17.1 label. This extinguisher should be certified by the manufacturer every two (2) years. An additional manufacturers label with a visible date code should be located directly below the pressure gauge on the surface of the cylinder. This fire extinguisher cylinder must be securely mounted to the right of the drive shaft tunnel or to the rear of the driver's seat, but not beyond the inside edge of the right side main frame rail. Mounts must be secured to the frame and/or roll cage structure and must not use hose clamps, worm drive clamps or cable ties. A device(s) should be installed to keep the cylinder from sliding out of the mounting system.



This cylinder should contain a minimum of five (5) pounds of fire extinguishing agent, visibly designated on the label as DuPont FE-36 or equivalent type agent. The primary purpose of this system is to protect the driver. Nozzle(s) must be designed for the extinguishing agent used and should not be pointed directly at the driver, but should be mounted to provide flooding of the driver's compartment to the manufacturer's recommendation. If engine compartment nozzle(s) are used with this cylinder, the fire extinguishing cylinder size should be increased to a minimum of 10 pounds of fire extinguishing agent, visibly designated on the label as DuPont FE-36 or equivalent type agent to be used for this system. All discharge lines and fittings should be steel or steel reinforced hose although nozzles may be aluminum. Cylinder for all agents should be DOT-approved steel or aluminum. Carbon fiber or composite cylinders should not be permitted.

2. It is recommended that each car have an additional fire extinguishing cylinder solely dedicated to extinguish the fuel cell area (trunk) and as an option, the same fire extinguishing cylinder may also be directed to the engine compartment with the use of a T type fitting and thermally activated discharge nozzles. This extinguisher should meet the SFI 17.1 specification and display a valid SFI 17.1 label. This extinguisher should be certified by the manufacturer every two (2) years. An additional manufacturer's label with a visible date code should be located directly below the pressure gauge on the surface of the cylinder. This cylinder should be mounted beyond the right side or to the rear of the driver's seat in the driver's compartment and it should use a mounting system which secures both the neck and the end (or foot) of the cylinder for its full circumference and attaches to a steel bracket welded to the frame and/or roll cage structure of the car. Hose clamps, worm drive clamps or cable ties should not be used to mount this cylinder. This cylinder should contain a minimum of 10 pounds of fire extinguishing agent, visibly designated on the label as DuPont FE-36 or equivalent type agent. This cylinder should be activated by an automatic, thermally activated discharge nozzle(s) recommended by the manufacturer for this application. This automatic system may have a manual and/or pneumatic override from the driver-activated system. If the engine compartment discharge option is used, then an additional automatic, thermally activated discharge nozzle should be located under the hood forward of the firewall. All discharge lines and fittings should be steel or steel reinforced hose although nozzles may be aluminum. When routing pressurized lines, (thermally activated) either in the trunk area or engine compartment, the lines should only be permitted to pass through the firewall near the longitudinal centerline of the vehicle.

These lines should not pass through floorboards, wheel wells or crush panels. All cylinders should have an indicator gauge and identifying compatible with the agent used in the cylinder.

3. All entrants should have in their garage or pit area, if any, as part of their equipment, at all times, a fully charged minimum 10 pound Class B fire extinguisher with a visible, operating pressure gauge.



4. Halon 1211 and Halon 1301 will not be permitted. D. Passengers should not be permitted in or on a race car at any time.

4.1 Helmets / Head and Neck Restraint Devices / Systems

a. Helmets

1. Drivers should wear a full-face helmet, carrying at least one (1) of the following certification:
 - FIA 8860-2004
 - FIA 8860-2010
 - Snell SA 2000
 - Snell SA 2005
 - Snell SA 2010
 - Snell SAH 2010
 - SFI 31.1/2005Helmet certification (label) should be affixed to the helmet at all times. Helmets should be fitted with a *WCS*-approved helmet removal system. The following systems are currently approved: Eject™ Helmet Removal System
2. The driver should wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness. Helmet surface protrusions such as visor tear-off posts should be removed.
3. During Race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet. Helmets should be fitted with a *WCS*-approved helmet removal system. The following systems are currently approved: Eject™ Helmet Removal System
4. During Race conditions, any crew member involved in fueling the car should wear a full-face helmet with a covering face shield and a fire resistant head sock or helmet skirt. It is recommended that the head socks and/or helmet skirts meet the SFI 3.3 specification and must display a valid SFI 3.3 label.
5. IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT THE TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED.



b. *Head and Neck Restraint Devices / Systems*

1. At all times during an Event (practice, qualifying and competition), drivers should connect their helmet to an approved head and neck restraint device/system which is SFI-approved and acceptable to Track Officials. The device should meet the SFI 38.1 specification and should display a valid SFI 38.1 label. The head and neck restraint device/system, when connected, should conform to the manufacturer's mounting instructions, and it should be configured, maintained and used in accordance with the manufacturer's instructions.
2. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT WCS, TRACK OFFICIALS, OR THE PROMOTER, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS SFI-APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
3. (3) The following are the SFI-approved Head and Neck Restraint Devices/Systems that are currently acceptable to WCS:
DEVICE OPTIONS
HANS Device, Hutchens Device Hybrid, Impact, NecksGen, Simpson, Z-Tech

4-2. Seat Belts

- a. Each car should be equipped with an SFI 16.5-approved, three (3) inches wide (nominal) maximum, 6-point seat belt restraint system and display a valid SFI 16.5 label. The shoulder harness should not be less than two (2) inches wide (nominal) as it passes over the approved head and neck restraint device. Approved seat belt restraint systems should have a latching mechanism attached to the lap belt or, if a cam lock latching mechanism with a 5-point belt configuration is used, it should be attached to the lap belt or the shoulder harness. If the cam lock latching mechanism is used with a 6-point belt configuration then it may be attached to the anti-submarine belt(s). This latching mechanism should provide a common connection and release for the lap belt, shoulder harnesses and the anti-submarine belts, and should be designed with a quick and easy one-handed, gloved release of all belts in all conditions. It should have one (1) of two (2) approved release designs:
 1. (1) Latch/Lever: Utilizes a lever opening away from the body in a right to left hand movement, parallel to the lap belt with complete release of all belts. The lever should have a provision to prevent an unintentional release.
 2. Cam Lock: A circular handle or raised surface that turns in both



directions for a motion of not less than 30 degrees before completely releasing all belts. A downward facing tab or toggle may be used, provided that its length does not extend more than 1/2 inch beyond the outer diameter of the release mechanism unless a provision to prevent unintentional rotation or release is provided.

- b. The seat belt restraint system should be installed in accordance with the directions provided by the system supplier and/or manufacturer. In addition, please note the following guidelines:
 1. Lap belts should be installed and used in such a manner that, when secured to the latching mechanism, the seat belt webbing travels in a straight, clear and free path from the belt mount through the seat opening to the latching mechanism. Lap belt mounts should be able to swivel without binding or interference. When the driver is buckled in the seat, the free end of the seat belt webbing should rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.
 2. On the left lap belt, if a roller adjuster is used, it should have tension springs installed and it should be attached to and be a part of the latch release mechanism directly without any webbing loop. The roller adjuster should not be attached to the lap belt mounting tab at the frame. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the left lap belt length adjustment, in the absence of the roller adjuster. The 3-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. On the right lap belt, if a roller adjuster is used, it should have tension springs installed and the adjuster may be located anywhere on the belt except at the frame mounting tab. A webbing link may be used to connect the roller adjuster to the latching mechanism or a 3-bar slider, threaded to the manufacturer's instructions, may be used for the right lap belt length adjustment, in the absence of the roller adjuster. The 3-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. Wrap-around style lap belt mounts and clip-on/hook/eyebolt style mounts should not be permitted, only tab style lap belt mounts secured with a nut and bolt should be permitted for aluminum seats. WCS-approved composite material seats should use the lap belt mounts which are integral with the seat and should be of the same mount style as approved with the seat, following the manufacturer's instructions.
 3. Shoulder belts should mount to horizontal shoulder bar (#7) or shoulder belt bar (#7B) only (as shown in Diagram #2B, in the rear pages of the Rule Book). If shoulder belt mounting brackets are used, the shoulder be a minimum of 1-3/4 inches in width. The shoulder belt mounting brackets should be made of solid magnetic steel with a minimum thickness of 3/16 inch welded to the horizontal shoulder bar (#7) or shoulder belt bar (#7B). The shoulder belt mounting holes should have a minimum edge-to-hole distance of 1/4 inch. If the shoulder belt bar (#7B) is used, and the center-to-center distance from the horizontal shoulder bar (#7) is more than four (4) inches, then the shoulder belts should mount directly to the shoulder belt bar (#7B) or to tabs welded directly to the shoulder belt bar (#7B). The



opening in the seat for this type of belt should be either a single or double open slot with a finished inside edge or a grommet installed. Only individual shoulder harness belts will be permitted. Y-type shoulder harnesses will not

be permitted.

Wrap-around shoulder harness mounts will be permitted provided the belts do not cross behind the driver and all wrap-around mount style shoulder belts should be retained by a guide on horizontal shoulder bar (#7) or shoulder belt bar (#7B) to prevent lateral movement of the belt on the roll bar. Shoulder belts may cross behind the driver provided they use a tab-style mount and not a wrap-around mount. The seat opening for these crossed shoulder belts should be a single, open slot with a finished inside edge or a grommet where the shoulder belts cross behind the driver. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded through horizontal bar (#7) or shoulder belt bar (#7B) and be secured with a nut and bolt. Roller adjusters on the shoulder harnesses should have tension springs installed. Sternum or cross belts using metal or hard surface hardware will not be permitted.

4. Approved 6-point anti-submarine belts should be mounted to the seat frame or a steel reinforced seat bottom mount. Either wrap-around or tab-style anti-submarine belt mounts will be permitted on 5-point or 6-point belts and should be installed in accordance with the directions provided by the system supplier and/or manufacturer.
- c. The manufacturers label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label may be removed and relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belt at all times. Seat belt restraint systems should not be used beyond two (2) years after their date of manufacture.
- d. The driver should use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer, as set forth above.
- e. The SFI 16.5-approved seat belt restraint systems will remain approved



until their expiration date which is two (2) years after the date of manufacture. The seat belt restraint systems should be used as a complete restraint system. Brands may not be mixed.

- f. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT WCS, TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE SFI 16.5-APPROVED AND LABELED, CORRECTLY INSTALLED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS MAINTAINED AND PROPERLY USED.
- 4-3 Seats
- a. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT WCS OR THE TRACK, THAT HIS/HER SEAT, HEADREST/HEADSURROUND ASSEMBLY, AND ALL SEAT COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
 - b. Each car should be equipped with an SFI 39.1 approved seat and headrest/head surround assembly displaying valid SFI 39.1 labels and is acceptable to Track Officials. Custom-manufactured aluminum seats constructed from solid aluminum sheet material, from the seat bottom to above the driver's shoulders, will be permitted if acceptable to Track Officials. Holes and/or other modifications that, in the judgment of Track Officials, were made with the intent of weight reduction will not be permitted. WCS-approved composite material seats will be permitted. Each composite seat should have a unique identifier that matches records on file with WCS. Seats constructed of multiple materials, including composite materials, should be SFI-approved and acceptable to Track Officials.
 - c. The seat and headrest/head surround assembly should be installed in accordance with the directions provided by the system supplier and/or manufacturer. SFI 39.1 seats and headrest/head surround assemblies should not be modified or altered. All seats should have padded seat leg extensions on the left and right side. Leg extensions should be securely mounted to the seat and car structure. All seat interiors should be lined with inserts and/or padding and should meet the SFI 45.2 specification and display a valid SFI 45.2 label. Composite material seat leg extensions should meet the SFI 56.1 specification for flammability. All leg extension padding and seat inserts, padding, coverings and/or upholstery should be flame retardant.
 - d. A headrest/head surround assembly, acceptable to Track Officials, should be used. Headrests/head surround assemblies should be designed to provide rigid support around both sides of the helmet and across the back and from the forward most point of the helmet chin bar in addition to allowing extra length for forward head motion during impact. The left side of the headrest/head surround assembly may be shortened to permit egress of the driver.
The headrest/head surround assembly should be rigidly bolted to the



top of the seat and/or roll cage and should not extend into the window opening beyond the area defined by the upper roll cage using a minimum of 5/16 inch diameter bolts, except for the WCS-approved composite seats. Steel brackets welded to the roll cage should be a minimum 1/8 inch thick and aluminum brackets welded to the headrest/head surround assembly should be a minimum 3/16 inch thick. All bolts should have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket. In addition, it is recommended that the headrest/head surround assembly be bolted to the shoulder supports, if used, with minimum 3/16 inch thick brackets and a minimum 5/16 inch diameter bolts. All headrests should be fabricated in a rigid construction and of materials which provide adequate support in an impact. It is recommended that all headrests/head surrounds assemblies be padded with a minimum of four (4) inches of flat impact absorbent material meeting the SFI 45.2 specifications. It is also recommended that all other hard surfaces of the driver's seat be padded with a minimum of two (2) inches of flat impact absorbent material meeting the SFI 45.2 specification.

- e. Optional strap-type headrest supports or nets should be equipped with a quick release fastener accessible by the driver.
- f. The upper seat back should be secured to horizontal shoulder bar (#7) or to a bracket that is secured to horizontal shoulder bar (#7) with a minimum of three (3) high quality, 5/16 inch minimum diameter bolts through the horizontal shoulder bar (#7). For aluminum seats, if a seat bracket is used to attach the seat to the horizontal shoulder bar (#7), the bracket must be constructed using a minimum of 3/16 inch thick metal plate, and it should have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket. For composite seats, the seat bracket must attach the seat to the horizontal shoulder bar (#7) and, should be constructed from magnetic steel.

Minimum upper seat bracket thicknesses:

Hendrick: 0.090 inch

Sabelt: 3/16 inch

The magnetic steel seat bracket to be used with a composite seat should be constructed according to the manufacturer's instructions, including all required gussets and reinforcements. All gussets should be solid and should run from the centerline of the seat mounting hole to the centerline of the roll cage mounting hole. The outer diagonal gusset edge should be straight unless the gusset is relieved to make room for the horizontal shoulder bar (#7). Holes and or other modification that, in the judgment of Track Officials, were made with the intent of weight reduction will not be permitted. The seat bracket should be fastened to the seat with a minimum of four (4) high quality 5/16 inch minimum diameter bolts for aluminum seats.

- g. The seat bottom should be secured to the car's frame/roll cage assembly with a tubular seat frame in a symmetrical fashion with a minimum of two (2) high quality 5/16 inch minimum diameter bolts per side. Seat mount brackets or mounting systems welded to the seat frame should be a minimum of 1/4 inch thick. All seat mounting brackets, welded to the frame rail, frame cross members, floors, roll bars or removable seat mounting frame assemblies, should be made of a minimum of 1/4 inch magnetic steel if single shear or a minimum of 3/16 inch if double shear configuration is used. If a slotted mount is used to mount the seat to the seat frame, the seat should be bolted to the seat frame bracket using an additional bolt to prevent sliding. Adjustable magnetic steel inserts (slugs) may be used to prevent sliding as an alternative to the slotted type mount with the additional bolt. When mounting through the aluminum seats or brackets large diameter washers should be used.
- h. The seat shoulder support angle should not exceed 25 degrees from vertical when measured where the drivers shoulder contacts the seat with the seat installed in the car. Additional angle may be added to the bottom of the shoulder support for driver arm clearance, if necessary. The interior shoulder support surface should be positioned perpendicular to the seat back in a plan view.
- i. Rib/chest support structures, if used, should not interfere with the natural ingress and egress of the driver from the seat. Rib/chest support structures, if used, should provide full coverage from the seat back to the front of the driver's chest. Partial rib/chest supports constructed of foam, meeting the SFI 45.2 specification, will be permitted. Rib/chest support structures should not continue forward past the front of the driver's chest and should not curve or wrap around the front of the drivers chest. Rib/chest support foam, meeting the SFI 45.2 specification will be permitted to curve or wrap around the front of the drivers chest.