

## SECTION III

### THE OPERATIONAL PROCEDURES

This feature is what we consider the most important in the Safety aspect. We call it our ULTIMATE SAFETY SYSTEM. We have developed operational procedures for the car that greatly reduce risk. Some of the more important parts of our procedure are as follows:

1. We only charge air at the rate of 5.5 CFM.
2. We never transport the car with Fuel or Air in the system.
3. We use a totally Sealed refueling system designed for 90% H<sub>2</sub>O<sub>2</sub>.
4. The car is inspected and tested after every run and prior to the next run. This is done by two people, the Driver and Crew Chief so they may check each other.
5. We never allow spectators near the car while maintenance is being performed or Fuel or Air is aboard.
6. The wheels of the car are never raised more than 1/2 inch off the ground during maintenance.
7. The Driver and the Crew Chief are qualified experts in the use and handling of 90% Hydrogen Peroxide as well as the operation of this system. **No One Else Ever** works on or operates the vehicle.
8. We place only enough fuel in the fuel tank to warm the motor and run 1,000 feet. At that point the car is out of fuel and cannot continue under its own power.
9. We always carry ample water with the vehicle to dilute any possible fuel spillage.
10. We **always** brief track crews and safety crews on emergency procedures but are **always** able to handle any emergency without outside help.

11. A pre-fire check out is gone over on the starting line by the Crew Chief and Driver and a check list completed in order to insure that absolutely nothing has been overlooked.
12. The clothing worn by the Crew is Peroxide Proof and of the quick removal type.
13. The car is never fired in any sort of in climate weather.
14. All safety equipment is inspected and replaced at regular intervals.
15. We constantly rehearse the firing sequence in order to maintain proficiency.
16. Fuel Drums are **Never** opened prior to use and **Always** emptied and flushed immediately after use.
17. The Driver and Crew Chief periodically undergo Class III Aviation Physicals.
18. If for any reason one item in our check list does not check out, the race date is postponed until that item is corrected inspected, and tested.