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1. INTRODUCTION

DRY LAKES RACERS OF AUSTRALIA
Presents

RULES
Lake Gairdner Salt Lake Speed Flats

NOTICE:
The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS, They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

Although a participant's vehicle meets all safety and technical regulations, the vehicle may not be allowed to compete due to environmental or course conditions or other considerations. All decisions of the Race Director and the Contest Board are final.

All regulations are subject to change without notice; in the event of change, all prior inspections and classifications are nullified. Any request for deviation from any rule contained in this rule-book must be submitted, in writing, to the Contest Board no less than 45 days prior to a meet. All suggestions for rule or classifications changes, must be submitted, in writing, to the rulebook Coordinator in the form attached in Appendix D.

Bold face words or sentences indicate items of special importance. Underlined items indicate updated rules or specifications.

2. OPERATING PROCEDURES

Prime responsibility for the safe condition and operation of a vehicle in competition rests with the vehicle's owner and driver. The main concern of the DLRA is to provide a place to conduct events. The DLRA produces guidelines based on experience and circulates valid information to help perpetuate the sport. Total responsibility must be shared by everyone associated with the sport.

Close observance of the minimum standards set forth in this Rule book is an important fundamental.

The chief steward or their delegate has the discretion to overrule or waiver any rule contained in this rule book. The decision to allow an exemption or waiver can be protested against, but the failure to grant any waiver or exemption is final, and cannot be protested against.

2.1. Technical Inspection:

Technical inspection must be completely and satisfactorily passed by each participating vehicle (regardless of class) before any qualifying runs will be allowed. Vehicles competing in classes in which the existing record exceeds 200-mph shall be inspected by at least two technical inspectors. Vehicles competing in classes in which the record exceeds 250-mph shall be inspected by at least three inspectors. Where applicable, vehicles should be inspected with body panels off and on to verify the driver can reach all levers, switches, etc., with the body in place. Vehicles presented for inspection must be in race ready condition, ie. race tires, seat belts, parachutes, fire bottles, etc. installed. Vehicle may be required to be presented on the ground. Limb restraint systems must be demonstrated to be effective. All technical inspections shall be made with the primary driver and all alternate drivers intending to operate the vehicle in attendance. All vehicle technical inspections shall be based on existing class record or the next higher class where a record exists.

Any body or engine class change will necessitate re-inspection. Failure to obtain such re-inspection will result in the loss of all times recorded in the new class. Vehicles exhibiting ill-handling (such as spins, fires, etc.) on the course must be re-inspected and may be barred from further competition at the discretion of the Contest Board. All vehicles for re-inspection must be presented to the inspection area. Decisions by the Contest Board are final.

A DLRA Vehicle Log Book MUST be presented for all technical inspections. The "Event Record" must be completed by the competitor for each event. The "Record of Vehicle Ownership" at the front of the log book must be completely filled out. The line entitled "Type of Vehicle" must include the make, model and year of the vehicle being raced. (This does not apply to Special Construction Category) A vehicle cannot be declared to be different than the make, model and year as listed.

2.2. Classification:

It is the responsibility of the owner and/or driver to enter a vehicle in its proper class. However, a vehicle is subject to class verification by the Contest Board at any time. All vehicles will run only in the lowest primary class/category for which they are legal. If an appropriate class exists, all vehicles must run in that class. Any vehicle, which is not legal for any class, but meets all technical regulations, must run for time only. No trophies will be awarded for time only entries. The DLRA Contest Board will NOT reclassify a vehicle if the vehicle is entered in the wrong class.

2.3. Starter.

An official starter and assistant starter shall be appointed by either the committee or by nomination and election at the general meeting of the DLRA, and shall have the authority to bar a vehicle from the course even though it has passed inspection. Such action may be appealed to the Contest Board, which shall have the power to overrule the starter.

2.4. Weather.

The Contest Board assumes no responsibility whatsoever for delays, postponements, and cancellation of all or any part of an event because of inclement weather, course conditions, and/or any other reason. The starter/timer shall close the race course in whole or in part when the wind velocity at any point exceeds 15-mph or any other adverse condition arises.

2.5. Course:

The straightaway speed course, conditions permitting, will be an overall distance of at least seven miles. If conditions permit, there will be two courses available. A "short" course of three miles for vehicles under 175-mph, and a "long" course of five miles for vehicles over 175-mph. The "short" course will consist of an approach of two miles from the starting line and two timing traps placed as follows: one trap timing the first quarter-mile of the third mile and a second trap timing the full third mile. The "long" course will consist of an approach of two or three miles from the starting line to three timing traps placed as follows: the first trap timing the full third mile, the second trap timing the full fourth mile and the third trap timing the full fifth mile. The short course will generally consist of a portion of the long course. Determination of the number of courses and procedures to be used will be made at the beginning of the event and may be changed at any time at the sole discretion of the Contest Board due to weather conditions or safety considerations. There may be a startup area available.
If an entrant deviates from the marked course during a run, the run must be immediately abandoned, and the vehicle brought to a stop.

2.6. Qualifying:

To qualify for a record attempt, a vehicle must exceed the existing record by at least .001-mph. Only one person will be allowed in a vehicle during competition. The number of qualifying runs allowed each vehicle is unlimited, however, any vehicle or driver considered by the Contest Board to be detrimental to the event may be barred from the course at any time. (See Section: Participant Conduct). All vehicles, except streamliners must should exceed 175-mph in the first timed quarter mile of the "short" course before competing on the "long" course. Vehicles that have exceeded 175-mph in the quarter may be timed through the full five miles of the "long" course at the driver's option. The Chief Steward has discretion to allow any competitor to use the long course if requested. Any vehicle may compete on the "short" course. Class changes will not necessitate re-qualification for the long course for attempts at records in excess of 175-mph.

Classes with no listed record are considered as open. A vehicle will be considered as qualified at the completion of the first leg of the two way record attempt. Record run procedures will be the same as classes where a record exists. The same driver/rider must operate the vehicle for both halves of the record attempt for a record to be valid.

2.7. Record Runs:

2.7.1. One way Record Runs:

The DLRA recognises 2 sorts of records in this rule book, which have differing qualification and participant requirements. The least onerous record is a one way record. This is the highest recorded speed attained by a vehicle in its class. Vehicles under 175mph may be timed over the short course, other vehicles will be timed over a flying mile on part of the long course. The DLRA will automatically select the highest speed, and if it exceeds an existing one way record, the rule book will be updated. A participant is not required to take any action for a run to be considered for a record of this type. These records are recorded in the rule book in normal text.

2.7.2. Two way Record Runs:

A two way average record is established by a two run average over the same relative or physical mile, depending upon course length and direction. The same engine block must be used for the two run average of each record attempt. Qualifying runs that exceed the existing class record will be considered to be the first leg of the record attempt. The DLRA must be notified within 15 minutes of a run that it is to be considered the first leg of a record run. A qualified vehicle MUST proceed directly to the designated impound area and report to the official within 1-hour of the time stamp on the timing slip. Qualified entrants will have 4-hours from the time stamp on the timing slip to perform required maintenance on the vehicle. All impounded vehicles will make the second leg of the record attempt at a time to be determined at the event. Vehicles completing a record attempt MUST proceed directly to the designated impound area for certification within 1-hour of time stamp on the timing slip. If for any reason a vehicle is removed from the impound area, the record is forfeited and the vehicle must re-qualify. In the event that record runs are cancelled for that day, eligible vehicles need not re-qualify. After a vehicle leaves the starting line on a record run, any interruption, such as spins, loss of engine power, etc. will terminate the record attempt.
A two way record run is recorded in the rule book in **bold** text

The DLRA timer will police the time periods for record runs.

2.8. Record Body and Class Certification:

All record breaking vehicles must report immediately after their completed record run to the designated area to be inspected by an appointed official for compliance with body class, engine displacement, and technical requirements. Record breaking engines may not be removed from the chassis prior to displacement inspection. Inspection may be made with an DLRA approved displacement device if the engine displacement is not within 3% of the upper or lower cubic inch break for the class. All others will be measured by direct measurement of bore and stroke or swept volume.

All components shall be available for inspection upon request. Provision to attach a wire seal to the engine must be provided by the entrant. Following initial measurement and certification of the engine, a wire seal may be attached to the engine so that the engine need not be disassembled in the event additional records are set. This procedure applies to the CURRENT event only.

Record setting engines which cannot be certified by direct measurement of the bore and stroke may require special tools. Any special tooling required to measure an engine MUST be provided by the entrant. Special tools will be certified by the Technical committee for accuracy.

2.9. Protests:

All protests must be made in writing using an official DLRA Protest Form. The completed protest form must be given to a Contest Board member before sundown the day of the race. All protests require a fee of $100.00. This fee is refundable if the protest is upheld. Protest forms will be available at the registration area.

Any deviation from the protest procedure will be considered as an invalid protest. If a protest is properly filed with the impound official, the Technical Committee shall rule on the protest within 30 days. If the protest is upheld, the vehicle may not compete within the same class until modifications are made to bring the vehicle into class compliance.

2.10.Trophies:

Trophies may be presented at the discretion of the DLRA

2.11. Timing Plaque:

An DLRA timing certificate showing the fastest qualifying speed and a result sheet will be sent to all entries. Record setting entries will receive a timing certificate showing the record speed. All questions or requests for duplicate timing plaques should be directed to:
DLRA Timer. Peter Noy

Dash plaques may be obtained from Chris Weir, following submission of the timesheet or certificate and correct funds.

2.12. Participant Conduct:

Any participant who shows any signs of intoxication will be barred immediately from an event. Any reckless conduct by a race participant, eg. Using a Competition vehicles to carry passengers, driving a competition vehicle in the pits, doing warm-up passes without helmet, suit or other required equipment, outside the designated warm-up area or powering beyond the finish line, will be referred to the Contest Board for action.

Use of the race course before, during or after a meet without authorisation is prohibited. Push trucks are not allowed to use the course unless it is the race vehicle. Riding in the back of open pick-up trucks is prohibited. This rule will be strictly enforced. An operational CB radio must be in use in all push vehicles.

Any display of unsportsmanlike conduct or disregard of rules and policies by an entrant towards an official, another competitor, or a spectator will result in disciplinary action.
For serious incidents by a driver or member of crew, expulsion from the meeting or revocation of DLRA membership may result. The stewards are responsible for policing participant conduct. Decisions may be appealed to the contest board using the protest form.
All persons using motorcycles for transportation at the event must wear a helmet. Failure to do so may result in expulsion from the event, or confiscation of the motorcycle for the remainder of the event.

No Fluids or solids other than clean water are to be drained or dropped on the lake surface.

2.13. Driver licensing:

All drivers/riders must have a current DLRA competition license. These may be obtained by application to the DLRA officials when entering the meeting, after meeting the requirements listed below. Drivers under the age of 18 must have a signed Medical & Minor Release Form from parent or guardian before they will be allowed to compete.

All new cars/drivers/riders or drivers/riders new to car/course, will be required to make runs at less than full throttle or less than full course length. All new drivers/riders MUST attend a rookie orientation meeting prior to their first competition run. This will usually follow the drivers meeting. New drivers may also be required to attend a track inspection with the Chief Steward.

Experienced drivers/riders holding licenses in a slower category may qualify for the next faster category by satisfactorily completing one or more runs at a speed within the minimum and maximum for the next faster category. Licensing requirements are a current and valid driver's license, a DLRA driver's license, and a timing slip for the next higher category verified by the chief steward or his delegate, after viewing the licensing run. For a licensing run to be valid, the starter must be informed that the run is for licensing purposes prior to leaving the start line. Where appropriate, the licensing run will include a parachute test. Where this applies, these will be conducted on category D passes and above.
The categories are as follows:

Category E	Current and valid state driver's license
Category D	125 to 149 MPH
Category C	150 to 174 MPH
Category B	175 to 199 MPH
Category A	200 to 249 MPH
Category AA	250 to 299 MPH
Unlimited	300 MPH and faster

Licenses will be periodically reviewed and reduced one license category for each three years of inactive competition. Licenses may be obtained by sending a copy of the timing slip to: at the scrutineering tent during the DLRA speed week.

2.14. Course Damage:

Any race vehicle or sub-component thereof that has the potential or has demonstrated a tendency to damage the racecourse may be barred from competition until the vehicle or component is determined by the Contest Board to no longer create an unacceptable amount of damage to the race course.

2.15. Retention of Vehicle and/or Parts:

The participant hereby grants DLRA and its officials the full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, or any other item used in conjunction with participation owned by or in the possession of participant, including such vehicles, parts of vehicles, equipment or any other items which have been involved in accidents when DLRA determines in its sole and absolute discretion that such actions are necessary incident to the investigation of an accident, the inspection or testing of such vehicles, parts or equipment, or for any other purpose.

2.16. Technical Committees:

Correspondence relating to rules or specific technical or safety questions should be directed to:

CARS: Stewards/Scrutineers
Chief steward: John Broughan
Scrutineer: Lennie Souter

MOTORCYCLES: Stewards/Scrutineers
Chief steward: John Broughan
Scrutineer: Gary Baker

2.17. Visitors and Guests

Members of SCTA and other land speed organisations may enter our meetings without joining the DLRA on paying the required meeting entry fee. Speeds achieved by such guests are not DLRA records, and are not recorded in the official records portion of the DLRA rulebook. Vehicles presented by above visitors need not comply with DLRA specific rules, provided they comply with the rules of their organisation. Proof of membership and a current rule book will need to be presented.

3. GENERAL COMPETITION REQUIREMENTS (AUTOMOBILE)

Where there is a metric and an imperial measurement equivalent, the smaller of the two shall be the minimum requirement

3.1. Engines:

Any internal combustion engine using either the Otto or Diesel cycle may run in any category, except for Vintage engine classes here-in-after described. In Production, Grand Touring, XF, XO, XXF, XXO and V4 classes, non-production engines or aftermarket blocks (even though they accept production crankshafts, cams and cylinder heads) may not be used. All other engines that transmit the power through the wheels only may run in Ω class. Only Streamliners and Unlimited Diesel Trucks may use more than one engine at the same time. Reaction propulsion engines are prohibited, except during exclusive meets.

XF class consists of any production FORD/MERCURY, passenger car V-8 Flathead engine, 1932 through 1953, up to 325 cubic inches displacement.

XO class consists of overhead valve (OHV) and Flathead inline and Flathead V8 (except Ford & Mercury) and V12 engines, 1959 or earlier design, up to 325 cubic inches displacement. Examples include Grey Motor Holden, Chevrolet, GMC, Hudson, Packard, Buick, Lincoln and Cadillac. Foreign engines are NOT included.

XXF class is an XF engine, as described, with overhead valve conversion cylinder heads, such as Ardun Ford.

XXO class is an XO engine, as described, with a specialty cylinder head, such as the Repco crossflow or Wayne 12 port.

X class engines, as described above, which are over 325 cid, but under 375 cid, shall be classified as either XXF or XXO. Specialty cylinder heads are NOT allowed in this instance.

XX/PRO class is limited to cylinder head port configuration as originally designed. This applies to the XXF and XXO engine classes.

Vintage Four (V4) class consists of any pre-1935 American-made four cylinder automotive production engine, up to 220 cid. Specialty heads are allowed.

NOTE: See exception under Rules for Vintage Oval Track Category. Turbochargers are not allowed on Vintage Class engines competing in Vintage Body Classes.

Vintage Four (V4) engines must compete in a Vintage body (pre-1949), (except in Special Construction) Category. Engine class allowed in Special Construction, Vintage and Modified Categories only.

3.1.1. Engine Class Break:

Ω Engines using a thermodynamic cycle other than Otto

	Cubic Inch Displ.	Approx. Litre Equiv.
AA	501 cid and over	(8.21 litres and over)
A	440 thru 500 cid	(7.21 to 8.19 L)
B	373 thru 439 cid	(6. 11 to 7.19 L)
C	306 thru 372 cid	(5.01 to 6.10 L)
D	261 thru 305 cid	(4.27 to 5.00 L)
E	184 thru 260 cid	(3.01 to 4.26 L)
F	123 thru 183 cid	(2.01 to 3.00 L)
G	93 thru 122 cid	(1.51 to 2.00 L)
H	62 thru 92 cid	(1.01 to 1.50 L)
I	46 thru 61 cid	(0.76 to 1.00 L)
J	31 thru 45 cid	(0.51 to 0.75 L)
K	30 cid and under	(0.50 L and under)

For reasons of economy and historical authenticity, vintage engine modifications should be restricted to older technology levels so far as is practical. Accordingly, in classes XO, XF, XXF, XXO, and V4, using Vintage bodies:
a) Turbochargers are not permitted.
b) Computers are allowed for data collection purposes only.

The displacement of reciprocating engines shall be computed by the following formula: bore x bore x .7854 x stroke x number of cylinders. For non-reciprocating engines, equivalent displacement (ED) will be calculated by the following formula: ED=SV x 3 where SV is the Swept Volume.

3.2. Fuels:

In fuel classes, any approved liquid fuel may be used. Approved fuels are: nitrous oxide, nitromethane blends, alcohol and non-approved gasoline. The contest board may choose any test or combination of tests to assure liquid fuels used in 'GAS' classes comply with specifications. The tests may include but not be limited to dielectric testing, colour comparisons, specific gravity and/or other testing methods. The addition of compounds containing nitrogen and/or oxygen may produce a mixture with a D.C. greater than 2.3. Most gasolines will meet this criteria. It is recommended that unknown gas be checked before use in competition. If a DLRA sponsor provides an 'EVENT' gas or diesel fuel, that product MUST be used for record attempts at the event.

Water injection is allowed. The water tank must be inspected and sealed prior to each record run. When a specific class is not available engines using LPG, natural gas or diesel fuel may compete in gasoline classes. Hydrogen fuelled vehicles are not permitted at this time.

3.3. Frames/Chassis:

Except where specifically forbidden by class rules, any design frame may be used. The frame design is subject to the approval of the Contest Board and must be of sufficient strength to resist flex or twist. The burden of proof of the strength of the frame design lies with the entrant.

3.4. Shocks:

A functional shock absorber is required for each sprung wheel.

3.5. Drive Hubs:

Any car equipped with a non-retained axle bearing (non-Hotchkiss type rear axle) assembly must incorporate an approved hub to prevent loss of a wheel in the event of rear axle failure. Semi or full floating rear axle assemblies, as used in most late model production cars, are sufficient. Late model GM type rear ends using stock 'C' clip axle retainers are NOT acceptable.

3.6. Tires:

Tires with 2-ply construction shall be limited to speeds of less than 175-mph except tires with manufacturers speed rating over 175-mph. The type of tire required in each class shall be governed by the current record speed in such class at the beginning of a meet as follows:

Up to 150 MPH: Original equipment tire HR rated.
Up to 200 MPH: VR and ZR rated tires.
Up to 250 MPH: Shaved narrow tread super speedway tires.
Up to 300 MPH: Special tires for racing as designated by the manufacturer.
Open Record Classes: Tire requirements shall be determined by the speed in the next larger class in which a record exists.

Any tire deviation or use of any alloy tire (no rubber) must be submitted to the Contest Board in writing 45 days prior to the meet. Alloy wheel/tire combination (non-pneumatic) which utilises a design incorporating a square edge at the tread/sidewall are prohibited from use. See Section 2.14

3.7. Course Damage:

Other tires having the manufacturer's recommended maximum speed moulded on the tire will be accepted up to that maximum speed.

Tubes are required, except for racing tires expressly designed for use without tubes. Tubeless tires must use a metal valve stem. Minimum inflation pressure shall be 45 psi. Caution should be exercised on excessive pressure. Exceptions to any part of the foregoing may be granted in the form of a letter from the manufacturer stating the speed and pressure at which a tire may be run. No recaps are allowed. Tires are subject to inspection by the Contest Board at any time. Adequate tire clearance between the tires and body or chassis is required.

Metal tire valve caps must be fitted to all tire valve stems.

3.8. Wheels:

The DLRA recommends the use of mild steel wheels where possible.
All nonferrous wheels on which lug nuts would come in direct contact with the wheel must have a 1/4" thick steel retaining plate or large O.D. heavy gauge individual washers under all lug nuts. This does not apply to spindle mounted nonferrous wheels. Magnesium wheels are not recommended and, if used, must have an initial Zyglo certificate and stamp. Wheels are to be re-inspected if any adverse condition arises. Inspections made with tires mounted are accepted. It is recommended that tire pressure used on two piece wheels does NOT exceed 60 psi., or manufacturer's specifications.

All Classes over 200 MPH.

Wheels used must be manufactured for racing or reinforced as below. 1" lug nuts are required on all vehicles.
All Classes under 200 MPH.

The smallest part of the hex of a lug nut must be larger than the largest part of the taper of the mounting hole. Lug nuts must torque totally against a wheel's tapered surface. A minimum of 5/8" of the stud threads must be engaged within the lug nut.

Vehicles with tires having a diameter of 29" or greater, or with wheels over 17" in diameter must use a wheel manufactured for racing or reinforced as below. Wheels must be attached with at least 5 studs with a minimum diameter of 1/2" and 1" lug nuts.

In either of the previous cases, wheels must be manufactured for racing purposes or reinforced as follows; by welding the entire area of attachment between the rim and the centre section on either the inside or outside of the wheel.

No closed end (Acorn type) lug nuts are allowed.

Wire wheels designed for automotive racing applications such as Rudge or Dayton are allowed. Automotive OEM wire wheels are allowed only in classes under 200mph provided the centre section is adequately reinforced. Motorcycle wheels not designed for automotive use are prohibited.

Fender skirts are not allowed, except in Streamliner class. The prohibition against "wheel covering" in some class rules does not apply to "full wheel" discs, which are legal in all categories if securely fastened to the wheels with six (6) or more machine grade screws or three (3) Dzus type fasteners. Inner wheel discs must be securely mounted to the wheel or axle. All hub caps must be removed.

3.9. Tread:

Tread is defined as the measurement from the centre-plane of one tire to the centre-plane of the opposite tire of paired wheels.

The minimum tread dimensions for all Vintage Category vehicles is 44" front and 50" rear. Modified Roadster is exempt from the front tread requirement. Special Construction Category vehicles are not subject to this rule.

3.10. Push Bars:

All cars incapable of starting under their own power must be equipped with bumpers or push bars. Push bars must not offer any aerodynamic advantage. No horizontal paneling is allowed between the rear of the body and the bumper/push bar except in Special Construction Category. No towed starts will be permitted from the starting line without special approval.

3.11. Ballast:

Ballast may be carried in all categories. Ballast shall be securely mounted, bolted to the frame or the frame structure. The use of hose clamps, wire, strapping, tape, tie wraps, etc. for securing weight or ballast is prohibited. Ballast shall not be used to streamline the vehicle. It is recommended that ballast be mounted as low as possible.

3.12. Appearance:

All vehicles entered in an event must be maintained so as to present a neat appearance. (All white or silver (unpainted) vehicles must also show a contrasting colour on the body.) All owners, drivers, and crews will be responsible for the maintenance of their pit area and will be expected to present a neat and respectable appearance.

3.13. Number/Class Designation:

Competition numbers will be assigned as the membership number of the vehicle owner and/or driver. Numbers assigned to another member may be used by negotiation with the membership number holder concerned. In case of dispute, the number reverts to the membership number.

3.14. Canopies:

Canopies enclosing the driver are permitted in Streamliner and Lakester classes only and must be securely closed in competition. Canopies must be able to be opened from both the inside and outside without the use of tools and latches must be clearly marked on the outside of the vehicles for emergencies.

3.15. Replica Bodies and Panels:

Replicas of original stock bodies and panels may be used in all (except special construction) categories provided they are exact dimensional replicas of factory production units which are otherwise acceptable in the category.

3.16.Tarpaulins and Tonneau Covers:

Cockpits may be covered with any nonflammable material and may be flexible or rigid unless otherwise stated in the class rules. No sharp or protruding edges are allowed. Tarpaulins, rigid or non-rigid, on pickups (including Rancheros, etc.) must be aligned with and no higher than the sides of the bed.

3.17. Four Wheel Drive:

Four wheel drive systems are allowed only in Special Construction Category and Production Category, where the competing vehicle was originally equipped with four wheel drive.

3.18. Computer:

Vehicles may be equipped with a computer which effects engine operations ONLY, eg., timed fuel injection, etc. (except Vintage Engine classes) see section 3.1.

Active micro-processor or non-driver controlled anti-wheel spin (traction control) devices are not allowed except on Production Class vehicles where the unit (unmodified) is OEM equipment. **Entrants using anti-wheel spin (traction control) devices are subject to a three (3) year suspension from DLRA racing activities. This policy will apply to each person listed on the entry form. A 3 year suspension will also apply to the vehicle concerned, regardless of ownership. Revocation of all records held by that vehicle/owner or driver combination will apply.**
All competitors are required to cooperate fully with the Contest Board in the inspection for such devices.

3.19. Data Recorders:

Entrants in all classes may use a data recorder to record the functions of a vehicle so long as the recorder does not activate any function of the vehicle, eg., clutch operation, etc.

3.20. Air Duct:

Air ducts may pierce, but shall not extend past exterior body work and shall not be utilised to eliminate a prominent feature (eg. a fender crown shall not be removed to provide a duct opening). Air ducts shall originate and exit in the rear 50% of the vehicle body and shall not be directed to or away from wheel wells. Construction shall be of nonflammable materials.

3.21. Belly Pan:

All belly pans must have holes for drainage.

3.22. Bobbing:

Bobbing is allowed in selected classes. See vehicle class description.

3.23. Floorboards:

Floorboards shall be mounted above the frame or in stock location for the body style and year of the vehicle. Floorboards shall be inside, or over all suspension and drive line components, well fitted and securely attached with all holes sealed.

3.24. Hood Scoops:

On full bodied, un-blown vehicles, where allowed, hood scoops shall not extend more than 11" above the hood surface measured at the front of the scoop.

3.25. Step Pan:

A step pan may enclose the area from the aft-most portion of the firewall to a line 10" forward of the rear axle centerline and shall not be lower than the frame at any point plus the thickness of the material used. The step pan shall be flat and parallel to the ground. A box may be constructed to enclose the portion of the transmission, which protrudes through the step pan. The box must be rectangular in design, flat on the bottom, covering only the exposed portion of the transmission. The box shall not be tapered in any way, maximum clearance from the transmission shall be 1 ". Chassis crossmembers are not considered as part of the frame for purposes of this rule. The transition at the rear of the step pan to the floorboard shall occur at a 45 degree or steeper angle to be exempted from the definition of a belly pan. NOTE: A step pan shall not be considered as part of a belly pan for classification purposes.

4. TECHNICAL REQUIREMENTS

4.1. Driver's Protective Equipment:

All drivers must wear a driver's suit, gloves, balaclava and boots. Protective underwear is highly recommended. All items must be in clean and serviceable condition. It is advisable not to wear synthetic clothing material under the driver's suit. All Driver's suits MUST be SFI or CAMS certified and have the SFI or CAMS rating tag attached.

4.1.1. Driver's Clothing:

MINIMUM DRIVER'S SUIT REQUIREMENTS:
Type of Vehicle

Blown front engine cars over 175 MPH

Suit SFI 3.2A/20 or Double layer suit with underwear of CAMS approval or better
Gloves SFI3.3/15
Boots SF13.3/15
Head sock SFI 3.3

All other cars over 175 MPH and Motorcycle Streamliners

Suit SFI 3.2A/15 or Double layer suit or single layer suit with underwear of CAMS approval or better
Boots SFI3.3/5
Gloves SFI3.3/15
Head sock SFI 3.3

All vehicles under 175 mph

Suit SFI 3.2A/10 or /5 with full Nomex underwear or
Single layer suit with CAMS approval or better
Gloves SFI3.3/5
Boots SFI3.3/5
Head sock SFI 3.3

All blown front engine car drivers MUST have boots and gloves of a SFI 3.2A/15
OR SFI 3.2A/20 rating.

4.1.2. Driver's Helmet:

All drivers/riders must wear a full face helmet with face shield, which meets Snell Foundation 1995, or later specifications. No open face helmets will be allowed. Helmets will be visually inspected in conjunction with scrutineering. Helmets must be undamaged and in serviceable condition. Eye glasses worn under the helmet must be shatterproof.

4.1.3.Driver's Helmet Support (neck collar):

It is required that a helmet support be used where applicable, ie. in vehicles where the existing roll bar Structure does not provide restriction to lateral head movement of less than 4".

4.2. Roll Bar and Roll Cage:

All cars in competition must be equipped with a roll bar or roll cage structure. All open cars must have a full roll cage. All closed cars over 175-mph and non-metallic bodied cars entered in classes with records or minimums over 150-mph must have a full cage. All deviations to roll structure rules MUST be submitted to the Contest Board 45-days prior to the event for approval.

Low carbon (mild) steel tubing is recommended for the construction of all types of roll bars and cage type structures. Threaded pipe, pipe fitting, lapweld pipe, magnesium or aluminium are not permitted. All bolts must be 3/8" minimum diameter and at least grade 5.

All bolted structures must have at least two bolts (180 degrees apart) through support pads and roll structure brace connections.

On unitized construction and monocoque cars, the roll structure and brace must have 6mm (*1/4"*) thick support pads on the top and bottom of the floor (or sill in a sandwich construction) and must be of sufficient area to support an impact load equal to the weight of the car. For cars weighing less than 1100Kg (*2500 pounds*), these pads must have a perimeter of at least 450mm (ie 100 by 125mm) *(18"ie., 4" x 5")* and cars over 1100Kg (*2500lb*) must have at least 550mm (ie. 125mm x 150mm) *(22" perimeter (ie., 5" x 6"))*.

It is preferred that these pads have a corner radius of about 10mm to avoid punch through in an accident.

4.2.1. Roll Bars:

Figure 4- 1

Minimum requirements for roll bars and roll bar braces are 1-3/4" outside diameter round steel tubing with a minimum 0.120" nominal wall thickness. All roll bars must come within 150mm *(6")* of the rear or side of the driver's head extending in height above the driver's helmet with the driver in normal driving position. Roll bars must be adequately supported, cross-braced and gusseted to prevent forward or lateral collapse. Braces shall intersect with the roll bar at a point not more than 5" from the top of the roll bar. On singly-braced roll bars, 3mm *(1/8")* minimum thickness steel gussets are required at both the top of the bar and frame anchor points of the brace.

All G,H,I,J & K classes may be made of round steel tubing not less than l-1/2" O.D. x 0.095" nominal wall thickness. Vehicles in the classes where the existing record exceeds 175 MPH must use the larger tube minimum requirements. See Figure 4-1.

In general, this will mean that a roll bar will consist of at least a main hoop immediately behind the driver, a shoulder or taxi bar to attach the shoulder harness belts to, a diagonal to prevent sideways collapse, and at least one forward or rearward brace to prevent forward/rearward collapse.

4.2.2. Roll Cage:

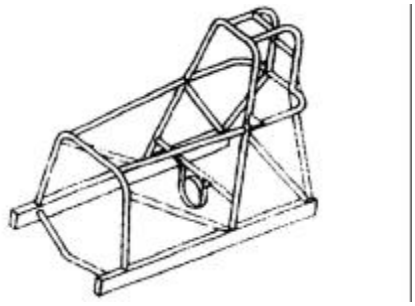


Figure 4- 2

Minimum requirements for cage type roll structure and cage type roll structure braces are 42mm *(1-5/8")* O.D. round steel tubing with a minimum 3mm *(.120")* nominal wall thickness or E4130 chromoly tubing with a minimum .095" normal wall thickness, securely mounted, gusseted and braced within 125mm *(5")* of the top of the roll cage structure. All cage type structures must be designed to protect the driver from any angle, including the bottom.

All roll cages for G,H,I,J & K classes may be made of round steel tubing not less than 1-1/2" O.D. x 0.095" nominal wall thickness. Vehicles in classes where the existing record exceeds 175 MPH must use the larger tube minimum requirements.

A minimum four (4) point roll cage is required if the front hoop is continuous and directly connected to the lower frame rail. A minimum five (5) point roll cage is required if the hoops and bars are mounted to the shoulder bar.

Gussets are required at tube junctions of hoops and shoulder rail. Gussets made from mild steel 3mm *(0.125")* minimum thickness and 100mm *(4 inches)* per side, **(preferably stitch welded on outside of tube junction)** are required at all shoulder bar attachments points. Grinding of welds is NOT permitted. See Figures 4-3 & 4-4.

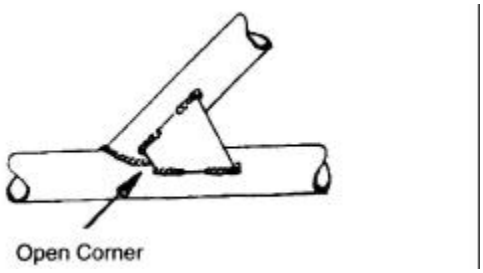


Figure 4- 3

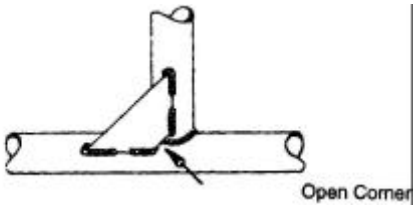


Figure 4- 4

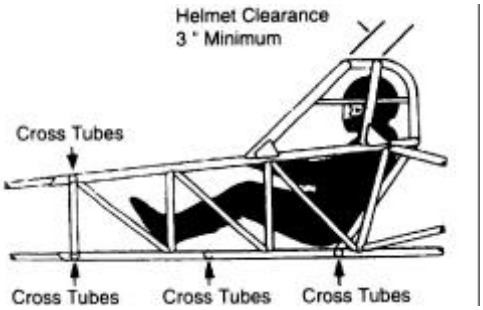


Figure 4- 5

The front hoop of the roll cage must be at least 75mm *(3")* in front of the driver's helmet while the driver is in his normal driving position. A helmet retaining strap within the roll cage is required. It must be a minimum of 25mm *(1")* wide and a minimum 3mm *(0.125")* thick, mild steel and welded inside the roll cage to prevent the driver's helmet from exiting the roll cage between the bars.
See Figure 4-5.

Deviation requests must include strength calculations, drawings and/or pictures showing all physical dimensions of the roll bar structure or cage-type structure and adjacent frame. All roll cage structures must be designed to encapsulate and protect the entire driver's area from impact. The cage area is considered to extend from above and behind the driver's head to in front of the driver's feet, and includes both side and bottom protection.

4.2.3. Roll Bar/Cage Padding:

Padding meeting SFI spec 45.1 in the proximity of the driver's helmet is required.

4.2.4. Head Rest:

A padded head rest must be installed in all vehicles to prevent whiplash. Drivers sitting in an upright position must have the padding within 75mm *(3")* of the back of the helmet. See figure 4-6.

Drivers sitting in a reclining position must have the padding within75mm *(3")* of the back of the helmet. See figure 4-7.

Drivers sitting in a laydown position must have the padding within 50mm *(2")* of the back of the helmet. See figure 4-8.

4.3.DRIVER'S RESTRAINTS

4.3.1. Seats:

Bucket seats may be used in all categories provided they are securely attached on the bottom and back to the frame, roll bar, or crossmember. Driver's seat must be braced in some manner to prevent it from collapsing rearward. It is recommended that seats designed specifically for racing purposes be used. **Vehicles using a stock seat entered in a class with a record or minimum over 150 MPH must have the stock seat guide rails removed or use a positive lock to prevent seat movement.**

4.3.2. Seat Belts:

Seat belts meeting SFI spec. 16.1 quick release, competition type seat belts and shoulder harness, with 75mm *(3")* lap belt, 75mm *(3")* shoulder belts and 50mm *(2")* crotch strap are mandatory in all categories. All seat belt and shoulder harness installations must be mutually compatible, originally designed to be used with each other. Crotch straps are required in all categories. All belts must be in good condition, and

have a manufacturer's tag and legible date of manufacture on the label. It is recommended that seat belts be upgraded every two to three years. Belts will be accepted if in good condition and not over five years old. When arm restraints are worn with a belt system that utilises a "latch lever" with a built-in latch lock, a protective cover shall be installed to prevent the arm restraint from accidentally releasing the latch lever. Tape is not sufficient as protection.
Belts older than 5 years will be accepted if they are in AS NEW condition

Recommended Seat Belt Mountings

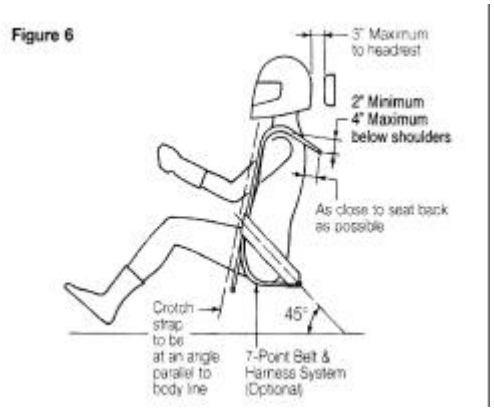


Figure 4- 6

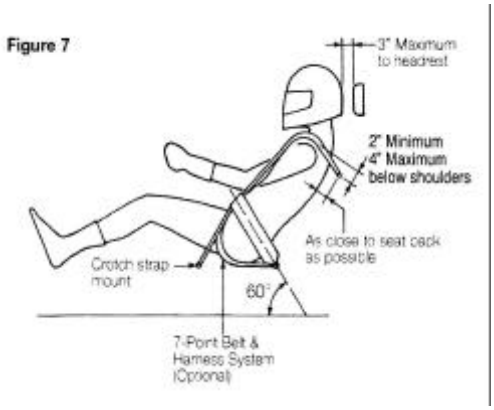


Figure 4- 7

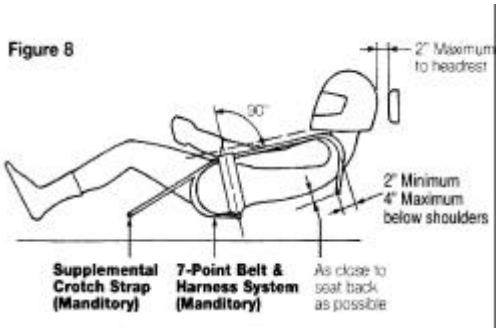


Figure 4- 8

Seat belts and shoulder harnesses should be installed to manufacturer's specifications. Seat belts must be securely fastened to the frame, crossmember or reinforced mounting so that **all fittings are in direct line with the direction of pull**. Participants are cautioned that the usual "factory" mounting through the floorboard is inadequate and will not be permitted without additional reinforcement. Mounting shall be accomplished with a minimum of grade five bolts. Under no circumstances are bolts to be inserted through the belt webbing. The shoulder harness must be mounted in a manner as to prevent slipping off the driver's shoulders. See figures 4-6, 4-7 & 4-8.

A supplemental strap to prevent the driver from sliding up into the roll cage must be added to vehicles where the driver is in a reclining position. See figure 4-8. In a vehicle with minimal cockpit room, consideration should be given to insure the seat belt tighten pull is to the centre of the vehicle. See figure 4-9.

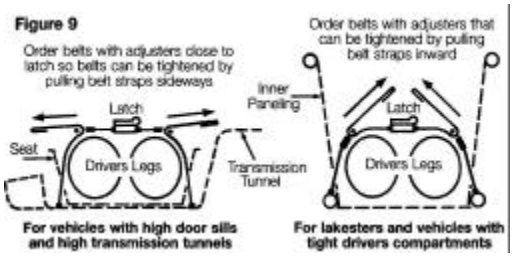


Figure 4- 9

4.3.3. Arm/Leg Restraints:

Limb (arm/leg) restraints are required in all vehicles, and shall be the primary restraint system in all vehicles over 175-mph and all fibreglass bodied vehicles (eg. Corvettes, Avantes, etc.). The restraint system must be capable of preventing the driver's arms/legs from extending outside the roll structure and/or frame rails in case of an incident that includes a body panel separation. Participants are cautioned that all controls be mounted as close to the steering wheel as possible to keep all arm restraints as short as possible. Arm restraints shall be combined with the driver belt system such that the arm restraints are released in conjunction with driver's belts. Restraint system must be one of the various types available on the market.

NASCAR nets are acceptable as the primary arm/leg restraint system on cars under 175-mph. All mounting tabs/ brackets must not be exposed to the track surface in case of an incident or come into contact with the driver's body. All nets shall be mounted in such a manner that they fall from the top and out of the driver's way. All nets shall be mounted so that the driver can exit the car without assistance.

Modifications to window nets must be performed by the manufacturer.

NOTE: In CC, ALT, GC, MS, PROD, PS and GT classes the restraint systems shall be effective without the door installed. To meet this requirement, in most applications nets shall cover the entire door area, not just the window. All Special Construction vehicles must include an inner liner or system of roll cage members for driver protection in the event of body panel destruction or separation. For a restraint system to be deemed acceptable, no part of the driver shall extend outside the inner plane of the roll structure.

4.4. Driver's Compartment:

The driver must be able to exit the driver's compartment with ease. All doors, hatches, and canopies must be able to be opened from both inside and outside without the use of tools and non-OEM latches must be clearly marked on the outside of the vehicles for emergencies. **On closed cars, door locks and steering wheel locks must be rendered inoperative**. The driver must be able to reach all switches, valves and levers while strapped securely in the seat. Cars with front engines must have the rear of the flywheel housing forward of the driver's knees. The driver's compartment must be free from sharp edges, protrusions, brackets, etc. within close proximity of the driver. All enclosed driver compartments must be equipped with a forward pointing fresh air intake or breathing system directed to the driver and have adequate venting to carry away fumes. Compressed Oxygen breathing systems are prohibited. Any portion of the driver's body, which extends below the main frame rail, must be protected by a cross member running below the driver's body no smaller than the roll bar applicable to the class.

4.4.1. Firewall:

A full firewall to provide a watertight and flame-resistant barrier between the engine and the driver is required in all categories. All non-production firewalls must be made of metal with a minimum thickness of 1.5mm *(.060")*. A thickness of 2.5mm *(.095")* is recommended. **All holes must be sealed**.

4.4.2. Secondary Flooring:

All cars with modified floor pans must have secondary flooring of metal in the driver's compartment securely attached to the frame or crossmember. Expanded metal will be accepted if sufficiently rigid. Secondary flooring must be no lower than the bottom of the frame plus the thickness of material used.

4.4.3.Transmission Shields:

All cars with automatic or planetary type transmissions shall be equipped with a ballistic transmission blanket or approved shield. It is recommended that the transmission blanket/shield meet SFI 4.1 certification.

4.5. Vehicle:

4.5.1. Transmissions:

Any type of transmission may be used in any class. Automatic transmissions MUST have a positive reverse lockout. Linkage must be protected from accidental reverse gear engagement.

4.5.2. Fuel Systems:

The complete fuel system shall be securely mounted. Plastic fuel lines are not permitted. A metal screw type clamp must be on each connection of rubber or steel-braided fuel line that is not properly ended. Fuel lines which run into the driver's compartment must be steel or steel-braided covered. All fuel lines in the area of the clutch and flywheel shall be run through heavy steel tubing or outside the frame rail, regardless of the presence of a scattershield. All fuel tanks shall be properly vented. Fuel tank vents shall be provisioned to eliminate spillage in the event of a roll over. All fuel tanks shall be isolated from the driver's compartment and protected in the plane of the blower drive if used. Nitrous Oxide cylinders or any other type of oxidiser cylinder are considered the same as fuel tanks and must not be mounted in the driver's compartment.

4.5.3.Fuel Shut-off:

All cars with other than stock fuel system shall have a fuel shut-off within the driver's reach. Electric fuel pumps shall have a switch in the circuit to disable pump operation. All rotating fuel shut-off valves MUST have a positive stop to prevent reopening of the valve.

4.5.4. Nitrous Oxide Systems:

Nitrous Oxide bottles and lines are considered a portion of the fuel system and governed by all fuel system requirements. Nitrous oxide bottles shall be securely mounted. Bottle mounting by hose clamps alone is not sufficient. Vehicles with Nitrous Oxide systems shall be visibly identified as such and the location of the bottle/bottles shall be indicated on the exterior of the vehicle. Nitrous Oxide bottles MUST be removed when competing in gasoline classes.

Nitrous Oxide bottle pressure relief valve must be vented to the outside of the vehicle by a hard line.

4.5.5. Throttles:

All cars must be equipped with a self-closing throttle control with adequate return springs, **two (2) springs being attached directly** to the throttle shaft. There must also be a positive stop to prevent sticking in "over centre" position. Accelerator pedal toe straps are required, except on OEM cable or hydraulic throttles. IT IS RECOMMENDED THAT PLASTIC-LINED THROTTLE CABLES BE AVOIDED.

4.5.6. Batteries:

All batteries must be properly secured with metal framework and fasteners. Plastic tiedowns are not allowed. Batteries may be mounted in the driver's compartment if sealed in an acid spill-proof box. Plastic battery boxes bought from aftermarket suppliers are not acid proof and are not acceptable in the drivers compartment. The drivers compartment is considered to be any part of the vehicle that does not have a complete water and air seal to the drivers compartment. All vehicles must be equipped with a main battery disconnect switch. The disconnect switch must be visible and clearly marked.

4.5.7. Steering:

All steering systems must be gear or link type. Steering wheel must have adequate clearance. The steering column must be rigidly mounted. All moving parts must operate freely without excessive play. Steering linkage must have sufficient clearance between body and chassis.

It is recommended that all steering system welds be visually inspected on a frequent basis. Competitors may wish to periodically qualify exceptionally critical welds (king pin bungs, radius rod brackets, spring perches, etc.) by means of x-ray or magnaflux. If a potential problem is observed in the inspection process, the Technical Committee may require the competitor to provide an x-ray or magnaflux certification.

All spherical ends (ie., Heim) used in steering systems must have washers with a larger OD than the Heim to retain the joint should separation occur (solid type Heim joints are required). All bolts used in steering linkage must be at least grade 5. For vehicles with long steering shafts, as used on front engine Streamliners and Lakesters, the shaft must be collapsible or have a secondary steering shaft stop installed. Non-metallic steering wheel hub release mechanisms are not allowed.

The use of wagon wheel type steering on front wheel drive vehicles is prohibited. It is recommended that the wheel offset of front wheel drive vehicles be designed to minimise steering pull with loss of traction or drive line failure. Cable steering systems as used on the Ford Pinto are not allowed.

4.5.8. Parachute:

An approved parachute is required on all cars that qualify for the long course (175 MPH). Vehicles which exceed 300 MPH shall be equipped with two (2) independent parachute systems. Parachutes must be securely mounted to a suitable crossmember. **All parachutes must be opened during inspection.** Special attention must be given to the length and mounting point of the parachute anchorline. The manufacturer's recommendations should be followed.

4.5.9. Parachute Release:

Any car equipped with a parachute must have the parachute release mounted in such a fashion that the driver may actuate it under emergency conditions while strapped securely in the seat wearing a full driver's suit.

4.5.10. Flywheels, Flywheel Shields and Bellhousings:

All cars, including rear engine cars, with non-automatic transmissions, must be equipped with a 360 degree, 1/4" thick steel clutch shield sufficiently wide to shield the flywheel and clutch assembly. No cast or hydroformed aluminium, cast iron or cast steel housings/shields are allowed. Hydroformed steel bellhousings are permitted. Cars utilising bellhousing engine mounts only (Corvair, VW, early Holden, etc.) must provide some additional method of retaining the engine in the car. No cast iron/cast aluminium flywheels are permitted.

4.5.11. Exhaust System:

Exhaust systems may be modified in all categories. Systems must be constructed in such a way that exhaust is directed past or away from driver, fuel tanks, tires, and course. Individual stacks must be connected by welding or other means near their free end so as to prevent destruction due to vibration.

4.5.12. Fire Extinguishing Systems:

While most fires will be suppressed by a professionally designed and installed fixed fire suppression system NO system can suppress every fire in every situation, the design of each vehicle will effect how a fire will react and how quickly it will spread, also many vehicles have open or partially open compartments where the wind or turbulence will reduce and sometimes negate the extinguishing capacity of the fire system. To help reduce this situation all other fire and life safety measures must be adhered to e.g. Effective sealed firewalls , driver suit and safety gear .

All fire suppression systems shall:

Be designed to lock on when activated, and deliver the total contents of the fire suppression system.

Be a pre engineered type manufactured by a recognized fire protection company or manufacturer, or be designed and built by a recognized fire protection company or fire engineer with certification as to its efficacy

Be installed strictly as per the manufactures or engineers instructions, and be a type approved by Australian standards or UL or FM, or any recognized standard.

Be installed securely with metal brackets and all plumbing will be metal pipes and metal discharge nozzles, installed in a workman like manner.

Have any electrical cable used for fire suppression to be fire rated to the appropriate Australian standard.

Have all control valves or actuators within easy reach of the seated driver with seat belts on, and any agent cylinders inside the drivers compartment secured at two points with metal straps in such a manner that they will not come loose in the event of an accident

Have either mechanical, pneumatic or electrical activation of the suppression system which shall be manually controlled by the driver

Commencing 2004, have all electrical and fuel systems shut down totally on activation of the fire suppression system to help prevent re-ignition sources

Automatic detection will be permitted provided it is not the sole or primary method of activation

Clean agent suppression agents, if used in the driver compartment, will require the installation of a suitable method of fresh air ventilation or driver breathing system to prevent prolonged inhalation of the suppression agent

Rear engined vehicles, where the fuel storage is in front of the driver, will require fire suppression to cover this fuel area, and a means of limiting its spread via firewalls

The provision of a secondary/backup fire suppression system, if installed, must be a totally separate system to the primary system with separate activation controls, and must conform to the same agent specifications as the primary system.

All cars and enclosed motorcycles must have a minimum of one driver controlled fire extinguishing system in accordance with the following guidelines and applied to function as driver protection. The application and installation shall be in accord with the manufacturer's recommendations and consistent with the size and shape of the driver's compartment. The discharge rate should be designed to allow sufficient protection for the time it will take the car to stop from speed. NOTE: Care and consideration must be taken to prevent driver suffocation. Fresh air venting or breathing systems may be necessary.

All push/crew vehicles are required to have a minimum of one 2kg portable fire extinguisher.

All competition vehicle extinguishing system control valves must be within the reach of the driver while strapped in position. The valves must be designed to remain open once actuated. All agent lines and nozzles must be metal, and securely mounted with metal clamps and brackets. Experience has shown that agent cylinders within the driver's compartment must be mounted with a system more substantial than hose clamps alone. Therefore, the use of hose clamps as a primary mounting system is prohibited.

Inspection and maintenance

The following information must be visible on each extinguisher.
Type of extinguisher and contents
Capacity, weight or volume
Maintenance tag with annual inspection stamp
All systems must be:
Pressure tested and refilled every 4 years
Pyrogen canisters must be tested annually and replaced at a maximum of 10 years

NOTE: Agent delivery lines are subject to dust and moisture clogging. Frequent clearing of the lines is recommended.

Definitions
Refer section 5.33

Street Class Vehicles (up to 130Mph)

Permitted extinguishers (portable type to AS 1841) and minimum Quantity of Extinguishment

NAF- S-111 and NAF-P	3.2 KG
AFFF	2.4 LTR
DCP (powder type)	2.5 KG

Installed using a secure metal bracket within reach of the seated driver with seat belts on.
Note: Street class vehicles are **not** entered in racing classes and run for time only.

Competition Vehicles Up To 175mph
All competition cars and enclosed motorcycles

Minimum of one (1) fixed type driver controlled fire suppression system for driver protection, discharging within the driver compartment and installed strictly to the manufactures instructions.
Engine bay suppression is optional.
Permitted Extinguisher Types:
Open vehicle
Surfactant/ wetting agent
AFFF
ATC (alcohol fuel only)

Closed vehicle
Surfactant/ wetting agent
AFFF
ATC (alcohol fuel only)
Approved clean agents (gases approved for occupied areas only)

Minimum Quantities of agent

Surfactant/wetting agent	2.4 litres or 2.5 kg
AFFF	2.4 LTRS
ATC (alcohol fuel only)	2.4 LTRS
Clean Agent	(based on cubic capacity of area to be covered - will require calculations by fire engineer)

Proof of approval for occupied spaces and calculations by engineer will be required for any clean agent.

Competition Vehicles between 175 and 200 Mph

Drivers compartment as per 175 Mph vehicles
In addition, a minimum of 1 manual driver controlled fire suppression system (of the fixed type) for the engine bay. A minimum of 2 discharge outlets directed at the oil pan and headers, 3 for V8's, more for multi engine setups or as directed by the manufacturer (can be a part of the drivers compartment system with the same actuation controls or it can be a separate system)

Permitted Extinguisher Types:
Open Engine Bay Type Vehicles

Surfactant/ wetting agent	AFFF
ATC (alcohol fuel only)	DCP (powder streaming agent only)

Enclosed Engine Bay Type

Surfactant/ wetting agent	AFFF
ATC (alcohol fuel only)	CO2
DCP (streaming agent only)	PYROGEN
Clean Agents	

Minimum Quantities of agent.

Surfactant/ wetting	2.4 LTRS or 2.5 kg

agent	
AFFF	2.4 LTRS
ATC (alcohol fuel only)	2.4 LTRS
DCP	2.5 KG
PYROGEN	correct MAG size for the cubic capacity of engine bay
CO2	3.5 KG
Clean Agent (unoccupied or occupied types)	3.5 kg

Vehicles Over 200 Mph
All competition cars and enclosed motorcycles greater than 322 kph (200mph)
In addition to previous requirements, an extra 2.5 kg or 2.4 litres of suppression agent for the driver compartment

Questions concerning fire extinguishing systems may be directed to:
GARY BAKER
02-62366323 AH or 0407662118 BH

4.5.13. Cooling System:

All liquid cooling systems utilising non-braided circulation lines must have metal clamps at each connection.

4.5.14. Drive Lines:

Open drive lines in the driver's compartment must be equipped with a protective covering. In all cars, the driveshaft shall be provided with a 360 degree metal sling at least 6mm by 25mm *(1/4" x 1 ")*, attached securely and mounted in the front 25% of the driveshaft to prevent dropping or excessive whipping in the event of breakage of driveshaft or universal. Overrunning clutches (free wheeling) in drive lines are permissible in all categories. All traction bars and trailing links must have a metal sling near the front attaching point with a minimum of 6mm *(1/4")* diameter. This includes 4 link suspensions as used on many hotrods and more modern vehicles with coil sprung solid rear axles. Eg Commodore, Kingswood, etc) Torque tube (early Ford type) drive lines are exempt from the driveshaft sling requirement. If the rear wishbones are split and attached to the frame rails to act as traction bars, a 6mm *(1/4")* minimum metal sling is required.

4.5.15. Front End and Suspension:

All front end and suspension fasteners must be NYLOC type "self locking" nuts or have wire or keys appropriately placed to prevent them from coming apart. All spherical ends (eg., Heim joints) used in suspension systems must have washers with a larger OD than the joint to retain the joint should separation occur (solid type Heim joints are required). Unsprung A-arm front ends are prohibited from use. No front suspension shall have more than 20 deg. of steering caster unless steering stops are used. Steering stops must be installed to prevent wheel "flop over" and the tires from contacting any other component when the steering is in the full lock position.

4.5.16. Windows and Windshields:

All non-stock windows and windshields must be made of shatter proof plastic, such as polycarbonate (Lexan), and on production based vehicles must provide 120 degrees of forward vision. All vehicles are required to have adequate forward vision. This will be checked at scrutineering. On all open body cars, a windshield is recommended, but must not restrict driver entrance or exit. In all classes where headrest fairings are permitted, the windshield may sweep around driver's head and connect to fairings on either side (refer to Driver's Compartment rule concerning sharp edges). All windshield wiper blades and arms must be removed. On front and rear windows, retaining tabs or straps are required over 175 MPH.

4.5.17. Hoods/Bonnets:

Hoods are required in all categories (except Special Construction Category) and must be secured by metal fasteners, leather or webbing straps. Production hood latches are not sufficient unless the hood opens from the rear. Hood side panels (such as found on '29 Ford or older model cars) may be removed. Early type hood hold downs (spring type) are inadequate.

4.5.18. Brakes:

Adequate brakes are required in all classes. Brake controls must be within the driver's reach while the driver is securely strapped in the seat.

4.5.19. Blower Restraint System:

SFI type blower restraints shall be used on all vehicles using positive displacement blowers. Vehicles where the driver's body is within the rotational plane of the blower shall have the blower contained within an SFI type restraint bag.

5. DEFINITIONS:

The following is a list of terms used by the DLRA Contest Board and their meanings:

5.1. Air Duct:

Aerodynamic pressure relief systems in which air is ducted from one point to another.

5.2. Automobile:

For classification purposes, an automobile is a land vehicle propelled by its own means, run on at least four (4) wheels not aligned, which must always be in contact with the ground, steering must be assured by at least two (2) front wheels, and propelled by at least two (2) wheels. One pair must be on the same transverse centerline.

5.3. Automotive Production:

Any component, which is offered for sale by a recognised automotive manufacturer to the general public as original equipment or accessory to a production automobile is considered automotive production. A production rate of at least 500 vehicles of the same model for sale to the general public is considered to meet the requirement of a production automobile.

5.4. Ballast:

Material added to the vehicle for the purpose of additional weight only. Heavy components, which serve another function, will be identified by that function.

5.5. Belly Pan:

A skin of material used to cover the undercarriage of a vehicle. The skin must cover at least 51% of the undercarriage of the vehicle to be considered a belly pan for classification purposes. Drain holes are required.

5.6. Bobbing:

The removal of material from a body component in such a fashion as to destroy the original shape at either top or bottom.

5.7. Chopping:

The removal of metal from a body component in such a fashion as to reduce the overall height of the component without changing the original shape at top or bottom.

5.8. Contest Board:

The Chief Steward, Steward , Chief Scrutineer or Scrutineer of the DLRA plus additional personnel appointed by either the DLRA or by popular election at the general meeting.

5.9. Contour.

Contour is the configuration of the external sheet metal. Removable trim, lights, windows, floor boards and interior sheet metal are not part of the contour. In the special case of chopped tops, contour is considered to have been preserved as long as the angular relationship of the top to the body proper is not changed.

5.10. Covered Wheel:

For classification purposes, a wheel will be considered covered if 120 degrees of the tread circumference is shielded from the air stream by the covering.

5.11. Driver/Rider Committee:

If appointed, this Committee will consist of at least two Contest Board members, and a minimum of 3 non-Board members and will be responsible for licensing review and related matters. If no committee is appointed, these functions will be performed by the Stewards.

5.12. Engine Swap:

An engine swap is the replacement of the original engine with one of a design, which was not available as a factory option for the particular car in question. The main factors used in determining design differences are cylinder head bolt pattern, intake manifold bolt pattern, and bell housing bolt pattern. Bore and stroke is not considered. Examples: Chevy 350 engine in a 1955 Chevrolet is not a swap, but a Chevy 396 in a 1955 Chevrolet is.

5.13. Firewall: (Non-Production)

A metal barrier between the engine and driver compartment. Reference 4.4.1

5.14. Floorboards:

Floorboards are defined as paneling in the lower portion of the car exclusive of the engine compartment.

5.15. Gasoline:

Gasoline, as refined, is a mixture of hydrocarbons. Gasoline is a good electrical insulator, or dielectric, and its relative effectiveness as an insulator is represented by its Dielectric Constant (D.C.). The average D.C. for the hydrocarbons, which comprise gasoline, is 2.025. This is defined as a reading of zero (0) with the DLRA fuel Check Meter. To compensate for possible temperature differences of gasoline which cause slight variations of the D. C., the maximum acceptable meter reading is +/- .005, with zero (0) as the reference reading. A gasoline which has a D.C. greater than 2.3 will cause the meter reading to be outside this range.

5.16. Incident Review Committee:

This Committee will consist of 2 Board members and appointed non-Board DLRA members to review and report to the committee on a specific incident, as requested by the Contest Board.

5.17. Inspection Committee:

A group of DLRA members who conduct all technical inspections at any DLRA competition event. All members of the Inspection Committee should have been DLRA competitors for a least one year. The membership of this Committee is chosen by either nomination and popular election, or the Contest Board. More commonly referred to as scrutineers.

5.18. Limb Restraint:

Restraint system capable of containing the driver's arms/legs within the inner plane of the roll structure in case of an incident that includes vehicle body panel separation.

5.19. Open Car.

Any car, which may be entered and exited without unfastening, unlatching or moving any panel.

5.20. Open Wheel:

A wheel configuration in which no portion of the car's bodywork intrudes upon the inside plane of the tire.

5.21. Roof Rails:

A piece of metal angle, perpendicular to the roof, a minimum of 12mm *(1/2")* high to a maximum of 20mm *(3/4")* high. The roof rail must be attached to the roof on each side, as close to the outside edge as possible. The roof rails may extend from the base of the windshield to the base of the rear window. Roof rails may be installed on any vehicle in classes CC, ALT, GC, MS, PRO, PS and GT ONLY where the original style is a coupe or sedan, roof rails are REQUIRED when the existing class records exceeds 200 MPH. Roof rails will not be considered for classification purposes.

5.22. Sectioned:

The removal of a given horizontal width of a body panel and rejoining the body panel to achieve a lower height.

5.23. Secondary Flooring:

Metal sheeting in the driver's compartment for the purpose of retaining the driver's feet in the event of step pan or belly pan tear away. Not required in cars with floorboards in the cockpit.

5.24. Set Back:

The feature of a car, which is represented by the formula, D/WB where D is the distance measured from the front spindle transverse centerline to the front-most spark plug hole and WB is the wheelbase.

5.25. Staunchion:

An upright bar, post or support to which the windshield posts are bolted, ie., 1928-1931 Ford roadsters have this piece, 1932-1934 Ford roadsters do not.

5.26. Streamlining:

Any device which has the apparent purpose of directing, limiting, or controlling air flow around or within the car and was not a part of the original body. Removal of certain devices may also be considered streamlining; axle and header configuration will not. Any streamlining devices will be considered as part of the body for classification purposes. The types of streamlining devices listed below are allowed in some classes:

a) Airdams: Devices installed below the front bumper used to inhibit and direct airflow from under the vehicle.

b) Air Intakes: Ducted air flow devices, which are meant to provide combustion air directly to the engine. Air intakes must not originate below the original stock location and, on rear engine cars, in the rear 50% of the body. Intakes protruding from the front of the car must not exceed 48 square inches in frontal area, must not extend more than 12 inches, and must not taper, except in classes where forward streamlining is allowed. Carburettors, which protrude through the car's hood, must be covered with a flash shield.

c) Air Vents: Aerodynamic pressure relief systems in which no ducting is utilised. Louvers and tail light removal fall under this definition

d) Axle Fairings: Streamlining devices attached to the axle to direct airflow around axle configuration only.

e) Belly Pans: A skin of material used to cover the undercarriage of a vehicle.

f) Headrest Fairing: Body work, which extends rearward from the headrest for the purpose of preventing, wind buffeting of the driver. Fairings must not be wider than the headrest (or head cage in cars so equipped) at any point, nor extend past the rearmost part of the body.

g) Skirts: Streamlining devices added to the lower portion of the body for the purpose of controlling airflow under the body. The skirt may be a max. ½" thick. The skirt must be in a single plane, mounted to the bottom of the body but cannot modify the contour of the body. The skirt may extend from the centre line of the front axle to a vertical plane at the rearmost point of the original body line.

h) Spoiler. Device on the rear upper portion of the body for the purpose of spoiling lift. A spoiler is defined as having a single aerodynamic surface. The spoiler chord will be 10" maximum mounted in the upper portion of the body and behind the rear axle centerline. When the spoiler is laid flat (horizontal) the side spill plates are allowed to be a maximum of 8" above the spoiler and 8" below the spoiler. Wycer bills (Gurney strips) are allowed but cannot extend above the side spill plate. The spoiler may extend to the outside edge of the rear tires. The spill plates can extend forward to the centerline of the rear axle. The rear most portion of the spill plate shall not extend more than 2" past the rear most part of the spoiler. Plates are required to fill in horizontal spoiler/body gap. See figure 5-1.

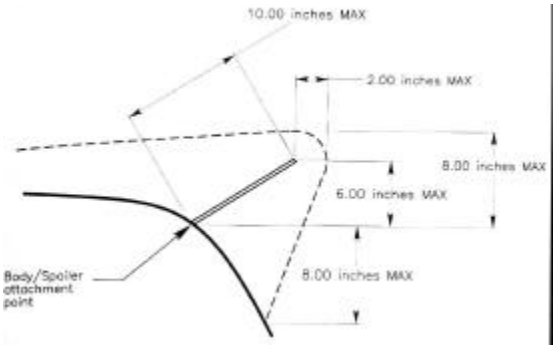


Figure 5- 1

i) Trip Fences: Devices in the upper forward part of the body for the purpose of tripping the laminar layer.

j) Vortex Generators: Sharp edged devices placed on the body for the purpose of creating flow vortices.

k) Wings: Wings are a special class of streamlining allowed ONLY on Streamliners, Lakesters, Modified Roadsters and Production bodies which had the wing as an option. For classification purposes, they are not considered as part of the body.

5.27. Street Equipment:

That equipment required for legal street operation in most states. It includes, but is not limited to, high and low beam headlights, horn, tail lights, stop lights, signal lights, windshield wipers, and exhaust system capable of being muffled.

5.28. Supercharged:

For purposes of classification, Blown (supercharged) will be an artificially aspirated engine with a mechanically driven supercharger or exhaust driven turbocharger by the primary engine. This will also include systems such as turbo compounding. All other engines (normally aspirated) will be classified as Unblown.

5.29. Technical Advisory Committee:

The chief steward, steward, scrutineers, and others appointed by the Contest Board to review and update the competition rules of DLRA and to make recommendations of a technical nature to the Contest Board.

5.30. Wheelbase:

The distance measured from the centerline of the rear axle to the transverse centerline of the front spindles.

5.31. Drivers Compartment:

Any part of the vehicle that does not have a complete non flammable gas and liquid seal to the area that the driver is located. Usually includes the boot area of a production vehicle, unless sealed with metal.

5.32. Competition Vehicle:

Any vehicle that has been entered in the meeting, or has been presented to scrutineering for inspection.

5.33. Fire Systems:

Closed Vehicle: Any vehicle with a fully enclosed driver compartment where wind/turbulence will not affect agent delivery.

Open Vehicle: Any type vehicle not having a fully enclosed driver compartment or where wind/turbulence may or will affect agent delivery.

Closed Engine Bay: Any fully enclosed engine bay where wind/turbulence will not affect agent delivery. (Mostly streamliners and lakesters)

Open Engine Bay: Any engine bay where wind/turbulence will affect agent delivery. (most production vehicles and hotrods)

Agent common or commercial names:

DCP:	ABE type dry chemical powders
Foams :	AFFF, ATC
Powdered Aerosols:	Dynamico,Pyrogen, SFE
Surfacants:	Arctic fire, Cold Fire, Flame out
Clean Agents	
Halocarbons:	NAF-S-111, FM-200, FE-13, Triodide, Halotron-1
Inert gasses:	Inergen, Argonite

6. CAR CLASSES

The car classes are divided into four general categories: Special Construction, Vintage, Modified, and Production. The general rules for each category apply to all classes in that category.

6.1. SPECIAL CONSTRUCTION CATEGORY

This category is the pinnacle of the straightaway racer's art. It contains two groups, the unlimited Streamliners and open wheeled Lakesters, running both blown and unblown, gas or fuel engines. These are all-out straightaway vehicles with non-stock engine blocks allowed. Innovation is unlimited. Modified production bodies are forbidden.

It is strongly recommended that all new vehicles be submitted for a pre-event inspection by attending one of the pre meeting scrutineering meetings as advised in the DLRA newsletter.

6.1.1. STREAMLINER

/BFS, /FS, /BGS, /GS, /DS
This class is for the all-out land speed record car. Cars in this class must have at least four wheels, but they need not be arranged in a rectangular configuration. Four wheel drive is allowed. The design of the body is restricted only to the extent that at least two (2) wheels must be covered.

Engine classes allowed are Ω, AA, A, B C, D, E, F, G, H, I, J, K, XO, XF, XXF, XXO & V4.

6.1.2. LAKESTER

/BFL, /FL, /BGL, /GL
Special cars constructed in such a way that there is no streamlining, fairing or covering of the wheels and tires. Tread width is optional so long as no part of the body or axle fairing is wider than the narrowest inner vertical plane of the tires. Wing struts must be within the inner vertical plane of the rear tires. The wing must be mounted at least 12" above the top of the rear tire as measured from the lowest part of the wing. Front wings must be no wider than the inner vertical plane of the narrowest set of tires.
Minimum wheel bases are as follows:

Classes AA, A	2800mm*(110")*
Classes B, C, D	2670mm*(105")*
Classes E, XXF, XXO	2450mm*(100")*
Classes F, XF, XO, V4	2410mm*(95")*
Classes G, H	2285mm*(90")*
Classes I, J, K	2030mm*(80")*

Engine classes allowed are Ω, AA, A, B C, D, E, F, G, H, I, J, K, XO, XF, XXF, XXO & V4.

6.1.3. ELECTRIC VEHICLE - E

This class is for vehicles using electric power as the sole means of propulsion. The vehicles must be wheel driven, either front or rear. Four wheel drive is allowed. THE BODY CONFIGURATION IS UNLIMITED. The vehicle and driver must meet all technical and safety regulations based on the speed of the existing record. The class will be based on vehicle weight less driver. The entrant MUST provide an annual weight certificate for classification purposes.

Class I	under 1099 lb.	(less than 500 kg)
Class II	1100-2200 lb.	(500-1000kg)
Class III	2201 lb. and over	(over 1000 kg)

6.1.4. TURBINE VEHICLE - R

This class is for vehicles using turbine power (external combustion), as the sole means of propulsion. The vehicles must be wheel driven, either front or rear. Four wheel drive is allowed. THE BODY CONFIGURATION IS UNLIMITED. The vehicle and driver must meet all technical and safety regulations based on the speed of the existing record. The class will be based on vehicle weight less driver. The entrant MUST provide an annual weight certificate for classification purposes.

Class I	under 1099 lb.	(less than 500 kg)
Class II	1100-2200 lb.	(500-1000kg)
Class III	2201 lb. and over	(over 1000 kg)

6.2. VINTAGE CATEGORY

This category is specifically intended for the lovers of antique iron. With the exception of speedsters, although fibreglass and aluminium bodies are allowed, they must be an exact replica of an American production car except for the Vintage Oval Track class. No modification is allowed to the body proper from the stock firewall location back and the window down, and only limited modifications are allowed to the hood and top.

This category runs the gamut from the basically stock Street Roadster and Vintage Gas Coupe to the slightly modified highboy roadsters and Vintage Altered Coupes, to streamlined Modified Roadsters and Vintage Competition Coupes and Vintage Oval Track cars.

Except for the Vintage Oval Track vehicles, only automobile bodies produced by an American manufacturer prior to 1948, at a rate of 500 or more yearly, or exact replicas of such bodies are allowed. Tops may be chopped, but no other alteration to the contour or size of the body shell is allowed except as specifically allowed in the class rules. Wheel wells may be filled, but not deepened. Rear axles may be narrowed as long as no part of the tires extend within the body shell. Turbochargers are not allowed on Vintage class engines competing in Vintage Body classes, see Section 3-1.

The minimum tread dimensions for all Vintage Category vehicles is 44" front and 50" rear. Modified Roadsters are exempt from the front tread requirement.

Bodies must be mounted in a conventional manner and all stock panels must be mounted in their original relationship. No fenders are allowed on MODIFIED, FUEL or GAS Roadsters. Firewalls may be altered, moved or replaced entirely.

Streamlining ahead of, and including the cowl, and channelling is permitted. Air intakes, air vents and the following, listed in section 5-26 are allowed: Axle fairing, Belly Pan, Headrest Fairing, Skirts and Wings. No fairings or special covering of the wheels and tires are permitted, Rigid tonneau covers and headrest fairings are allowed, as long as they do not violate the definition of an open car.

The body may be cut out to move the driver as far back as possible, so long as (s)he remains seated forward of the rear axle centerline and behind the engine. Wheel wells may be filled at stock location, but the rear axle must not be narrowed to the point that the inner vertical plane of the rear tires is narrower than the original inner fender well. No alterations to the turtle deck are allowed. Headrest and parachute pack fairings are allowed, as long as they are no larger than the headrest or parachute pack and do not extend past the rear of the body shell. Push bars shall not be solid or offer any aerodynamic advantage.

Maximum wheelbase is 190”. Allowable minimum tread widths are 50” rear and 38” front. Allowable minimum body width across the bottom of the body at the front doors must meet the dimension as originally installed by the manufacturer. The entrant must provide this dimension.
Wings are allowed. The wing width, including side plates, shall not be wider than the inner vertical plane of the rear tires. The maximum allowable height of the wing shall not exceed 65” from the ground as measured to the highest part of the wing. The rear of the wing (including side plates) may not be set back more than 18” behind the rear of the body. Multiple element wings are NOT allowed. Spoilers and four wheel drive systems are NOT allowed.

6.2.1. MODIFIED ROADSTER:

/BFMR, /FMR, /BGMR, /GMR
In addition to the general category requirements, cars in this class must have a production roadster body or an exact replica of a roadster body produced between 1923 and 1938.

Any type of frame may be used, and the engine may be set back 50% of the wheelbase. The driver's seat may be at any location between the firewall and the rear axle centerline.

6.2.2.FUEL-GAS ROADSTER:

/BFR, /FR, /BGR, /GR

In addition to the general category requirements, cars in this class must have a production roadster body or an exact replica of a roadster body produced between 1928 and 1938.

Any type frame may be used and the body may be channelled to the bottom of the lower frame rail. Engines may be set back 25% of the wheelbase. Driver location is optional as long as the driver's entire body is between the firewall and the rear axle centerline.

Grille shells must have a minimum of 530sq inches ('28 Ford) and must be mounted in the same vertical position as the original shell. The grille shell shall be measured at the widest point at the original shell and hood parting line.

The height of grille shell may be no higher than the cowl of the body as constructed. The grille shell width may not be altered but may be sectioned or bobbed. Grille shells manufactured after 1932 may not be used on 1932 or earlier bodies. Tanks of any kind in front of the grille shell are specifically prohibited.

The body at the original windshield line may be re-contoured to a flat configuration so long as the body contour is not lower than the top of the doors, and the distance between the bottom of the frame and body contour measured at the original windshield line is not less than 28-1/4". Grille openings may be covered by flat panels. Door hinges, windshield posts, filler caps, and brackets may be removed.

The configuration of the bodywork between the original windshield line and the grille shell is optional, as long as the overall length of the car (from the front of the grille shell to the rear of the body) with any grille shell is no greater than 143" far roadsters manufactured between 1928 and 1932. The maximum overall body length for 1933/34 Ford roadsters is 152".

Step pans are allowed, but belly pans or any other horizontal paneling not fitting the definition of floorboard are specifically forbidden. A flat panel may be located behind the grille shell and ahead of the vertical projection of the leading edge of the engine block. The panel must not be lower than the frame at any point plus the thickness of the material used. Streamlining as defined in Section 5.26 is not allowed.

Rigid tonneau covers and headrest fairings are allowed, as long as they do not violate the definition of an open car. The body may be cut to move the driver backward, as long as s/he remains seated entirely forward of the rear axle centerline and behind the engine. The rear tires may not extend more than 1"
beyond the rear most part of the body proper.
Minimum Wheelbase Requirements:

Classes AA, A, B, C, D, E, XXF, XXO	100 inches
Classes F, XF, XO, V4	95 inches
Classes G, H	90 inches

Engine classes allowed are: AA, A, B, C, D, E, F, G, H, XF, XO, XXF, XXO & V4.

6.2.3. STREET ROADSTER:

/BSTR, /STR (Gas only)

In addition to the general category requirements, cars in this class must have an American production roadster body, or an exact replica of a body produced between 1923 and 1938. The body must not be altered in height, width or contour, and all stock panels, including cowl, cowl eyebrow and windshield post mounting brackets (stanchion) must be retained. Stock panels, including hood side panels, front fenders, running boards, etc., must be mounted in their original relationship to each other. Replica panels must be exact copies of stock panels in size and contour. Hood side panels may be extended to match the length of the hood IF the hood is extended. Rear fenders may be bobbed to the bottom of the body.

Radiator shells/grille shells must be of the same manufacturer as the body (eg., Ford to Ford, etc.) or not less than 530 square inches, and may be sectioned or bobbed, but the width may not be altered. The radiator must fill the shell opening. The grille shell insert must remain open as in the original configuration and be stock style or removed completely. NO custom inserts are allowed.

Only cylindrical tanks are allowed in front of the grille. The tank MUST be mounted horizontally between and above the frame rails. The maximum allowable dimensions for the tank are: 10" outside diameter, 32" circumference, 19" long, mounted a maximum of 2" from the leading edge of the grille.

Any frame may be used which is fabricated of round, square, or rectangular steel tubing, not less than 2" x .120" or channel not less than 4" x .120". No multi-tube frames may be used. Any type rear end may be used, and widening of the rear tread to allow the tires to protrude beyond the fenders is permitted.

Hood length, as determined by the year of the BODY, may be increased a maximum of 3" as measured along the top centerline of the hood. Front cross members may be moved to correspond to the increase in hood length. A maximum of 15% engine set back is permitted to permit adequate clearance for water pump and blower drives.

The driver must sit in the stock location, and must not be restricted from entrance to or exit from the car by the cockpit covering. The body may be channelled 6" to the bottom of the frame. Flooring in the car must be stock, or above the top lip of the top frame rail. Rigid tonneau covers are allowed, as long as they do not violate the definition of an open car. The following are NOT PERMITTED: streamlining or sectioning of the body; belly or step pans; or fairings. Headers may be used, but no individual stacks are permitted.

The following items are required: a horn, at least one tail/ stop light, a transmission and two headlights. Headlights must be at least 5" in diameter. Both lights will be mounted outside the vertical edges of the grille shell and between 18" and 24" from the ground.

The following items are optional: bumpers, current registration, floor mats, full upholstery, generator, hood side panels, parking brake, license plate, front fenders, running boards, tarp or windshield.

Engine classes allowed are: AA, A, B, C, D, E, F, G, H, XF, XO, XXF, XXO & V4.

6.2.4.Blown & Unblown VINTAGE Classes

Blown vintage competition coupe:
XF/BVCC, XO/BVCC, XXF/BVCC, XXO/BVCC & V4/BVCC

Blown vintage gas competition coupe:
XF/ BVGCC, XO/BVGCC, XXF/BVGCC, XXO/BVGCC & V4/BVGCC

Blown vintage fuel altered coupe:
XF/BVFALT, XO/BVFALT, XXF/BVFALT, XXO/BVFALT & V4/BVFALT

Blown vintage gas altered coupe:
XF/BVGALT, XO/BUGALT, XXF/BVGALT, XXO/BVGALT & V4/BVGALT

Blown vintage gas coupe and sedan:
XF/BVGC, XO/BVGC, XXF/BVGC, XXO/BVGC & V4/BVGC.

Vintage competition coupe:
XF/CC, XO/CC, XXF/CC, XXO/CC & V4/CC

Vintage gas competition coupe:
XF/GCC, XO/GCC, XXF/GCC, XXO/GCC & V4/GCC

Vintage fuel altered coupe:
XF/FALT, XO/FALT, XXF/FALT, XXO/FALT & V4/FALT

Vintage gas altered coupe:
XF/GALT, XO/GALT XXF/GALT, XXO/GALT & V4/GALT

Vintage gas coupe and sedan:
XF/GC, XO/GC, XXF/GC, XXO/GC & V4/GC

The rules in these classes are identical to the respective Modified category classes, except that only 1948 or earlier bodies with XF, XO, XXF, XXO, or V4 engines are allowed. In all classes except MGC, fenders and running boards may be removed if it can be done by unbolting the fenders from the body. Pre-1949 bodies can have a 3" beauty chop. Pre-1949 cars must have radiator/grille shells of same manufacturer as the body, eg., Ford on Ford, etc. Air dams are not permitted in the Vintage Gas Coupe and Sedan classes using vintage engines.

All closed vehicles that would qualify as a V4 Production coupe or sedan will compete in the V4 Gas Coupe class. All open vehicles that would qualify as V4 Production roadster will compete in the V4 Street Roadster class.

Speedster
/SPD

A speedster is a vintage car (usually a roadster) that has been modified for racing, but is not what would normally be considered as a hot rod, and does not fit in with the other vintage classes. The body can be either modified production, or hand built, as long it is in a style that would have been popular pre 1950. A speedster's appearance and mechanical components must be appropriate for the car upon which it was based. Superchargers are permitted if they are of similar same vintage as the car. Tubochargers, computers etc are not permitted. Only vintage engines are allowed, and normal engine size classes apply. Engine classes allowed are:B, C, D, E, F, G, H, & I.

6.2.5.VINTAGE OVAL TRACK /VOT

MIDGET VINTAGE OVAL TRACK /MVOT
The Vintage Oval Track class is for old style race cars with pre-1948 engine block design, ie., no modern overhead V8's or blowers. This class is for vintage-engine, old-style open wheel, rear drive, dirt track and Indy, one or two seat cars, with a tapered tail, cowl, and belly pan extending at least from the firewall to behind the driver's seat. **General roll cage and driver restraint and protection provisions in section 4 will apply, as will section 3 vehicle protections.**

No production body panels are permitted, except for the grille shell, ie., no track roadsters. A fully functioning radiator must be mounted in front of the engine, and the fuel tank must be mounted in the tail behind the driver. The driver shall sit entirely behind the engine, ahead of the rear axle, and shall not recline more than 5 degrees from the vertical. The frame may be of any construction except monocoque, and all wheels must be sprung.

Wings or wheel fairings are NOT permitted, but spun aluminium wheel discs are allowed. The usual track-style nerf bars are optional if they give no aerodynamic aid.

Tarps and panels may be fitted around the cockpit, but there may be no covering above the driver's head, except for the roll cage; nor any panel which must be moved or swung to safely enter or leave the cockpit, ie., doors or hatches. Except for such tarps and panels, the appearance and design of cars in this category must be practical for, and as were used in, TRACK and SPEEDWAY competition.

Minimum wheelbase is 86", minimum tread is 50", (except for Midget class which has a minimum wheelbase of 68") and maximum of 76", a minimum tread of 42" and a maximum wheel size of 13". Direct-mounted dog clutches or Offy (NOT Ford A) drum-type flywheel-clutch assemblies need not be covered by a scattershield. All other safety rules are applicable. Particular attention will be paid to arm restraints, adequate caster, and proper steering ratios.

All cars must have a full roll cage, DLRA approved. Fuel is restricted to gas or alcohol. Nitromethane or nitrous oxide are not allowed. In this class only, non-production overhead cam engines of pre-'48 design (Miller, Offy, HAL, etc.) run in XXO Class. Engine classes allowed are XO, XF, XXF, XXO, V4.

Maximum CID-Midget Vintage Oval Track/MVOT
150 CID Flathead
125 CID Overhead

6.3. MODIFIED CATEGORY

This category encompasses coupes, sedans, utilities and pickups (with full stock beds), unaltered in height, width or contour, and with all stock panels mounted in original relationship to each other, which have been modified to such an extent as to no longer fit into the production category. Cars generally accepted as sports or Gran Tourissimo coupes are specifically forbidden. A generic requirement for this category is that the car must have been originally produced with suitable seating for four (4) average adult persons.

Within the Modified category, the amount of modification determines the class. For example, a Gas Coupe is basically a Production car with an engine swap, an Altered is a Gas Coupe with headlights and grille covered and the engine set back, a Competition Coupe is an Altered with the nose lengthened and streamlined.

Front air dams are permitted in the Modified Category. The air dam may be either identical to an OEM option for the body used, available as an aftermarket part or fabricated. The air dam may extend straight down from the front bumper and may extend rearward to the leading edge of the front wheel well. The air dam must follow the contour of the leading edge of the front bumper unless the air dam is an OEM item. The air dam may be set back from the front bumper, but in no case can the air dam extend for-ward or above the leading edge of the front bumper.

Vehicles competing In the competition Coupe and Modified Sports classes must have documentation showing the stock vehicle BEFORE modification.

It is REQUIRED that vehicles in this category which exceed 200 MPH, or if the existing record is over 200 MPH, must have roof rails.

6.3.1.COMPETITION COUPE & SEDAN:

/BFCC, /FCC, BGCC,/GCC

This class encompasses Production coupe or sedan body unaltered in width or contour. Streamlining ahead of and including the cowl, channelling, belly pans and skirts and spoilers as defined in section 5-26 h) are permitted. One of the following modifications must be done to be considered in this class:
1) Top must be chopped;
2) It must have a full belly pan;
3) Body from the cowl forward must be lengthened a minimum of 12";
4) Engine MUST be set back a minimum of 25% of the wheelbase. The engine setback cannot exceed 50% of the wheelbase. Other than top chopping, no modification to the body or quarter panels is allowed. Minimum windshield height is 5". The front and rear chop must be equal. Window openings may be covered by flat plates on the outside of the opening or left open. Driver must sit COMPLETELY ahead of the rear axle, inside the body and behind the engine (except in rear engine cars using original engine LOCATION). Driver exit hatches in the roof are recommended, but must not change the contour of the body. Cars in this class are considered in the Modified category and must comply with general rules of the category.

NOTE: Entrants electing to use a pre-1949 body in the Competition Coupe classes need not comply with the seating requirement for four (4) average size adults. The rear inner fender panels may be modified to allow the rear tires to be located within the body. This allowance does NOT apply to Vintage Category. Drip rails may be removed.

Engine classes allowed are: AA, A, B, C, D, E, F, G, H, I, XF, XO, XXF, XXO, XF/V, XO/V, XXF/V XXO/V and V4/V

6.3.2. ALTERED COUPE

FUEL ALTERED COUPE - /BFALT, /FALT
GAS ALTERED COUPE - /BGALT, /GALT

This class encompasses coupe or sedan bodies, 1928 or later, unaltered in height, width, length or contour, mounted in the conventional manner with all panels mounted in the original relationship to each other.

Any frame may be used as long as the bottom line of the frame is not higher than the outer bottom line of the body between the firewall and the rear wheels. An exception will be made if a stock frame and the same year/make of body is being used. If the ORIGINAL frame/body relationship is such that the lower bottom line of the frame is above the outer bottom line of the body, that frame/body combination may be used. The burden of proof of the ORIGINAL frame/body relationship lies with the entrant. The frame may not be exposed from the bottom of the body. This rule does NOT apply to vintage body class vehicles.

This class is allowed a 2% maximum body stretch in the cowl area, in front of the firewall similar to NHRA Pro Stock bodies. This does not apply to Vintage class. An engine swap as defined in section 5-12 is permitted.

No streamlining allowed. Wheel wells may not be filled or covered. Bumpers, grilles and front lights may be removed and the opening created may be filled or covered. The filled or covered area may be flush with the adjacent body; the basic shape and contour of the vehicle cannot be changed. Aftermarket front ends are allowed as long as the item conforms to these guidelines. Engine intake air may be ducted from these openings. Any horizontal paneling, which may be construed as a belly pan, is prohibited. No taped or filled body, door or window seams are allowed from the firewall back. Step pans are allowed. Windows must be mounted in the stock fashion or fastened to the inside of the window openings. A non stock spoiler is permitted as defined in section 5-26 h). Any type of exhaust may be used and can exit anywhere from the body but the top.

Roof mounted spoilers (other than original for body used) are prohibited. Pre-1949 bodies may be chopped. The chop must be equal front to rear and must retain a vertical windshield height of at least 6" above the top of the cowl with a maximum horizontal length of 7" from the base of the windshield at the centre of the car. Driver must sit completely ahead of the rear axle, inside the body, and behind the engine (except in rear engine cars using the original engine LOCATION). Engines may be set back 25% of the wheelbase. Drip rails may be removed.

Cars in this class are considered in the Modified Category and should comply with the General Rules of the category.

Engine classes allowed are: AA, A, B, C, D, E, F, G, H, I, XF, XO, XXF, XXO, XF/V, XO/V, XX/V, and V4/V.

6.3.3. GAS COUPE and SEDAN:

/BGC, /GC

This class encompasses coupes, sedans, and convertibles, which must have an engine swap, quick-change rear end, or a non-stock supercharger, any one of which makes the car ineligible for competition in Production class. Gas Coupe class includes Camaros, Barracudas, 1958 or later T-Birds, Mustangs, compacts and other cars of this type. 500 must have been produced yearly. Front wheel drive cars, which have been converted to rear wheel drive, are not permitted in this class.

As in Production, Gas Coupes may not be altered in height, width, length or contour, and all body panels must be mounted in the original relationship. An engine swap as defined in section 5.12 is permitted.

Bucket seats may be used. Upholstery, passenger seat assembly may be removed. Pre-1949 bodies may have a 3" maximum chopped top. The engine may be set back a maximum of 2% of the wheelbase.

The following items must be retained in stock location and of the same year as the body: frame, fenders, hood, grille, drip rails (must not be filled), windows, door handles, window trim, headlights (high and low beam), tail lights, parking lights, stop lights and bumpers. A conventional automotive radiator must be used in the stock location eg. in front of the engine, behind the grille. A starter capable of starting the engine is required.

Convertibles must have a full roll cage. Vehicles must run with the top and rear windows up. Convertibles are restricted to the Gas Coupe & Sedan and Production category classes only.

The following body and chassis modifications may be made: wheel openings may be radiused, generator, horn and stock gas tank may be removed and headers may be used (no individual stacks). Exhaust collectors may exit through the front fenders. Minor chrome trim and emblems may be removed, air scoops may be used.

The following are not permitted: streamlining, belly pans, step pans, air vents, headlight air scoops, channelling, exhaust outlets through the doors or hood, blocked off grilles or radiators, taped or filled body, door or window seams or one piece front ends.

NOTE: Any 'narrowing' or fairing of bumpers into the body will result in the car being placed in Altered Class. Bumpers must be stock and in stock position. Air dams are allowed, see specifications outlined in Modified category description.

Vehicles in this category that exceed 200 MPH, or if the existing record is 200 MPH, are REQUIRED to have roof rails.

Engines classes allowed are: AA, A, B, C, D, E, F, G, H, I,J, XF, XO, XXF, XXO, XF/V, XO/V, XXF/V, XXO/V and V4/V.

6.3.4. MODIFIED SPORTS

/BMS, /MS (Gas Only)
This class is intended for production sports cars as accepted for GT class which have been modified to such an extent as to make the vehicle illegal for the Production Category. This class is limited to production, a minimum of 500 vehicles of the same model for sale to the general public, sports cars, examples of which include Chevrolet Corvette, Porsche 911, Mazda RX7, and Nissan Z series automobiles. Limited production, 50 examples produced, sports car bodies, which may be placed on any frame, will be permitted. No "one of a kind" bodies will be allowed. Production sports cars with an engine swap will be allowed.

Streamlining ahead of and including the cowl, channelling, belly pans and skirts is permitted. Removal of minor trim and bumpers is allowed as long as the body is not altered in length, width or contour. Air dams and spoilers as defined in this book are allowed. Windshields may be lowered or removed. Coupe tops may be chopped. No wings are allowed unless the wing was offered as an OEM item for the year/model of vehicle used. The wing must have been available on the vehicle as purchased new and unmodified from the dealer. The entrant is required to provide suitable documentation.

Any frame may be used which is made of round, rectangular, or square steel tubing not less than 50mm x 3mm *(2" x .120")*, channel not less than 100mm x 3mm *(4" x .120")*, or multi-tube frames which have equivalent strength characteristics.

Maximum wheelbase allowed shall be 130". Any type of rear end may be used.

Engine placement is optional, so long as no change is made to the driver's location as originally designed. The driver must be seated behind the engine, except in the case of production and limited production bodies which were designed for mid/rear engine locations. The driver must not be restricted from entry or exit of the vehicle by the cockpit covering.

The following items are required: a starter capable of starting the engine, tail/stop lights, a transmission, either manual or automatic, and radiator when originally equipped.

The following items are not permitted: air vents, taping of body or window seams, and headrest fairings, which extend past the rear of the body.

This class may run Nitrous Oxide, but will be advanced two (2) engine classes.

Engine classes allowed are: AA, A, B, C, D, E, F, G, H, I

6.3.5. MODIFIED PICKUP TRUCK:

MP (Gas Only)
This class is for 1949 and later American made pickup trucks, with full stock bed, unaltered in height, width or contour, with all panels mounted in the original relationship to each other. Samples of allowed trucks include but are not limited to; Chevrolet C series, Ford F series and others.

Pickup trucks in this class are considered in the Modified Category, Gas Coupe class and should therefore comply with all rules of this category and class.

Any supercharger moves the engine up two (2) classes; production full-time four wheel drive trucks must compete in this category and class. Engine classes allowed are: AA, A, B, C, D, E, XXO, XXF, XO & XF

6.3.6. MODIFIED MID/MINI PICKUP TRUCK:

M/MP (Gas only)
This class is for 1972 and later mid and mini sized pickup trucks with full stock bed, unaltered in height, width or contour with all panels mounted in original relationship to each other. Samples of allowed trucks include but are not limited to; AU Falcon, Holden One Tonner, Ford Courier, Nissan and Toyota Hi-Lux's.

Any supercharger moves the engine up two (2) classes; production full-time four wheel drive trucks must compete in this category and class.

Pickup trucks in this class are considered in the Modified Category, Gas Coupe class and should therefore comply with all rules of this category and class. Engine classes allowed are; C, D, E, F, G, H and I.

6.3.7. MODIFIED UTILITY:

M/UTE (Gas only)
This class is for any utility vehicle with an exposed load carrying area, and an integral body. EG no separate pickup body. Separate chassis is allowable. Sometimes referred to as a coupe utility.
Examples. Holden ute (excluding one tonner), Falcon utility (Pre AU), Valiant, El Camino, Ranchero, 34-58 Ford Coupe Utility.

Utes in this class are considered in the Modified Category, Gas Coupe class and should therefore comply with all rules of this category and class.

Any supercharger moves the engine up two (2) classes; production full-time four wheel drive utes must compete in this category and class. Engine classes allowed are: A, B, C, D, E, X,XO,XXO,V4,XXF & XF

6.4. PRODUCTION CATEGORY

This category is intended to represent typical transportation vehicles, which may be purchased from ANY automobile dealer. 500 examples of the model used must have been produced yearly. In keeping with this intent, the cars are aerodynamically "stone stock" with no body parts allowed which were not part of the manufacturer's product for the series of the vehicle involved. The engine used must have been available in the model of vehicle used as purchased from ANY automobile dealer. Modified body, body panels, spoilers, air dams, etc. intended for, as accepted or sanctioned by NASCAR, NHRA, SCCA, IMSA, etc. are not permitted for use in this category unless specifically allowed. A manufacturer's part number does not constitute an original, factory installed body part. Both exterior and interior body panels are considered to be part of a production vehicle and must be mounted in their original relationship to each other. A different displacement size of the same design engine may be used provided it does not constitute an "Engine Swap" as defined in section 5-12. Vehicles originally produced as a front wheel drive chassis and converted to rear wheel or four wheel drive chassis are NOT eligible for competition in the Production category. Choice of camshafts, carburetion, and ignition is unlimited. Cylinder heads are limited to original number of valves and port configuration.

It is REQUIRED that vehicles in this category that exceed 200 MPH, or if the existing record is over 200 MPH, must have roof rails.

PRODUCTION RECORDS ARE SUBJECT TO APPROVAL AND WILL BE CERTIFIED ONLY AFTER COMPARISON WITH THE MANUFACTURER'S SPECIFICATIONS FOR THE MODEL ENTERED. THE ENTRANT IS REQUIRED TO PROVIDE SUITABLE DOCUMENTATION.

XX/PRO class is limited to cylinder head port configuration as originally designed.
This applies to the XXF and XXO engine classes.

6.4.1. PRODUCTION COUPE and SEDAN:

/PRO (Gas Only)

This class is for coupes, sedans, unaltered in height, width or contour, with all stock panels mounted in original relationship to each other. This category does not include cars properly classified as Sports or GT, such as foreign cars without rear seats suitable for continued adult occupancy. It does include Mustangs, Camaros, Barracudas, 1958 or later Thunderbirds, Chargers, 2 door Falcons and Monaro’s , and other cars of this type. There must have been 500 produced yearly. Convertible tops and rear Windows must be up when running.

The following items must be retained in stock location and of the same year as the body: frame, fenders, hood, grille, drip rails (must not be filled), windows, door handles, window trim, headlights (high and low beam), tail lights, parking lights, stop lights, radiator, both bumpers and horn. Stock gas tank must be fitted, but need not be used. Any transmission, non-quick change rear end, and starter capable of starting engine may be used so long as the original running gear design is retained.

The following body and chassis modifications may be made: headers, hood scoop, wheel openings (may be radiused), passenger and rear seat may be removed. Air dams and air spoilers identical to factory optional equipment for the body in question may be added, bucket seats may be used, original side panel upholstery or equivalent must remain, minor chrome trim and emblems may be removed.

The following are NOT permitted: streamlining, belly pans, air ducts, air vents, headlight air scoops, chopping, channelling, quick change rear ends, stepped frames, exhaust outlets through the front fenders or hood, or body, blocked off grilles or radiators, engine relocation, body or interior gutting, supercharging, engine swaps, taped body or window seams. Rules for this class will be strictly enforced to ensure that cars entered herein are typical of street machines which may be purchased from ANY automobile dealer.

Engine classes allowed are: AA, A, B, C, D, E, F, G, H,I, J, XF, XO & XXO.

6.4.2. PRODUCTION-SUPERCHARGED:

/PS (Gas Only)

This class is intended for coupes and sedans that meet the requirement of the Production Coupe and Sedan Class that are equipped with factory supercharger systems. The vehicle must be as originally equipped and configured eg., if it comes with two (2) superchargers, it must have two (2) superchargers. Emission equipment, eg., air pumps, catalytic converters, etc. may be removed. All other requirements of the Production Coupe and Sedan class apply. Supercharged sports coupes equipped with rear jump seats, such as Mazda RX7 Turbo and Porsche 930 series which would be considered a GT class vehicle, must compete in the Blown GT class.

Engine classes allowed are C, D, E, F, G, H ,I, and J.

6.4.3. GRAND TOURING SPORT:

/BGT, /GT (Gas Only)

Series production sports cars and coupes, as well as limited production cars by a recognised automobile manufacturer, which are primarily intended for comfortable high speed touring. At least 500 of the same model must have been produced. This category does not include cars with rear seats suitable for continued adult occupancy.

The following items must be retained in stock location and of the same year as the body: frame, fenders, hood, grille, drip rails (must not be filled), windows, door handles, window trim, headlights (high and low beam), tail lights, parking lights, stop lights, radiator, both bumpers and horn. Stock gas tank must be fitted, but need not be used. Any transmission, non-quick change rear end, and starter capable of starting engine may be used as long as the original running gear design is retained. Independent rear suspension may be replaced with any non quick change rear end.

The following body and chassis modifications may be made: wheel openings may be radiused, generator may be removed, any exhaust system capable of being closed off may be used (no individual stacks). Air dams and air spoilers identical to factory optional equipment for the body in question may be added, bucket seats may be used, as long as original side panel upholstery or equivalent remain, minor chrome trim and emblems may be removed, and air scoops may be used. Stock windshield may not be removed or lowered.

Any tarps must be non-rigid. Engine swaps are permitted, as long as they are of the same manufacturer (eg., Ford into Ford, Porsche into Porsche, etc.).

This class may run nitrous oxide, but will be advanced two (2) engine classes.

The following are not permitted: streamlining, belly pans, air ducts, air vents, headlight air scoops, chopping, channelling, quick change rear ends, stepped frames, exhaust outlets through the front fenders or hood, blocked off grilles or radiators, engine relocation, body and interior gutting, taped body or window seams.

Rules for this class will be strictly enforced to ensure that cars entered herein are typical of street machines which may be purchased from an automobile dealer.

Engine classes allowed are: AA, A, B, C, D, E, F, G, H,I, and J.

6.4.4. PRODUCTION PICKUP TRUCK:

PP (Gas Only)
This class is for 1949 and later American made pickup trucks, with full stock bed, unaltered in height, width or contour, with all panels mounted in the original relationship to each other. Samples of allowed trucks include but are not limited to; Chevrolet C series, Ford F series and others.

Pickup trucks in this class are considered in the Production Category, Production class and should therefore comply with all rules of this category and class.

Any supercharger and/or production full-time four-wheel drive trucks must compete in the Modified Category, Modified Pickup class. Engine classes allowed are: AA, A, B, C, D, E, XO & XF

6.4.5. PRODUCTION MID/MINI PICKUP TRUCK:

P/MP (Gas only)
This class is for 1972 and later American and Foreign made Mid and mini sized pickup trucks with full stock bed, unaltered in height, width or contour with all panels mounted in original relationship to each other. Samples of allowed trucks include but are not limited to; Chevrolet S-10, Ford Ranger, Nissan and Toyota.

Any supercharger and/or production full-time four-wheel drive trucks must compete in the Modified Category, Modified Mid/Mini Pickup class.

Pickup trucks in this class are considered in the Production Category, Production class and should therefore comply with all rules of this category and class.

Engine classes allowed are: C, D, E, F, G, H and I.

6.4.6. PRODUCTION UTILITY:

P/UTE
Any utility vehicle with an exposed load carrying area, and an integral body. EG no separate pickup body. Separate chassis is allowable. Sometimes referred to as a coupe utility.
Examples. Holden ute (excluding one tonner), Falcon utility (Pre AU), Valiant, El Camino, Ranchero, 34-58 Ford Coupe Utility.

Utes in this class are considered in the Production Category, Production class and should therefore comply with all rules of this category and class.

Any supercharger and/or production full-time four-wheel drive trucks must compete in the Modified Category, Modified Ute class. Engine classes allowed are: A, B, C, D, E, X,XO,XXO,V4,XXF & XF

6.4.7. STREET:

ST

This class is intended for cars that have minimal modifications, and are in street trim. No superchargers, no aftermarket heads etc. If it is believed that the vehicle has a much faster top speed, it may be denied entry to the meeting.
Cars capable of being street registered in their current state may compete in a street class. Requirements are the same as production, except speed is capped at 125MPH. Once a car exceeds 125 MPH, it can no longer participate until full compliance with the safety and production class rules.
Exemptions for this class are:
Standard throttle actuation with 2 springs allowed. (eg. No pedal toe cap)
Fixed extinguisher not required. Securely fixed hand held system is required
Roll Structure not required, except for open or non metallic bodied vehicles (Including sun roofs).
Lap/Sash 3 point restraint systems are allowable
Restraints are not required for trailing link suspension systems.

6.5. TRUCK CATEGORY

6.5.1. UNLIMITED DIESEL TRUCK:

U/DT
This class is for diesel powered trucks only, so modified as to be illegal for the Modified Diesel truck class. Any frame and running gear may be used and multiple engines are allowed. The body may be highly modified. Trucks weighing more than 6.5t *(14,500 Lbs.)*. Are allowed unlimited engine displacement. Full size trucks are limited to a maximum of 750 cubic inch engine displacement. Trucks based on Mid/Mini chassis are limited to a maximum of 500 cubic inch engine displacement. There are NO engine displacement class breaks, all vehicles must compete against the same record. Skid plates must be designed and mounted so as to prevent any portion of the running gear from damaging the race course in the event of tire failure, The skid plates MUST NOT be designed so as to form a bellypan.

Tires must be certified for vehicle weight and speed of the class record or minimum. Roll bars are mandatory and must be mounted inside the cab. For other technical regulations, refer to other sections of this book. Any fuel is allowed.

6.5.2. MODIFIED DIESEL TRUCK:

/MDT

This class is for diesel powered trucks only, with modified bodies not otherwise legal for Diesel Truck class. The body may not be altered in height, width or length. Truck frame and running gear must be used. Trucks weighing more than 6.5t *(14,500 Lbs.)*., are allowed unlimited engine displacement. Full size trucks are limited to a maximum of 750 cubic inch engine displacement. Trucks based on Mid/Mini chassis are limited to a maximum of 500 cubic inch engine displacement. There are NO engine displacement class breaks, all vehicles must compete against the same record. Tires must be certified for vehicle weight and speed of class record or minimum. Skid plates must be designed and mounted so as to prevent any portion of the running gear from damaging the race course in the event of tire failure, The skid plates MUST NOT be designed so as to form a bellypan. Streamlining devices are NOT allowed. Roll bars are mandatory and must be mounted inside of the cab. This class must use event diesel fuel. For other technical regulations refer to other sections of this book.

6.5.3. HIGHWAY HAULER:

HH2/DT AND HH3/DT
American and foreign PRODUCTION diesel powered trucks of not less than 6.5t(*14,500 Lbs.)*., unaltered in height, width and contour with all stock panels mounted in the original relationship to each other. Engines are allowed unlimited cubic inch displacement, there are NO engine class breaks, all vehicles must compete against the same record.

A stock cab must be used and be mounted in the original location with respect to the chassis. The cab must be fitted with both driver and passenger seats, and with a suitable roll cage. Running boards and steps may be removed. Side mirrors may be removed.

Any diesel fuelled engine supplied by a diesel engine manufacturer through normal channels may be used so long as the basic original design is retained. The engine may be lowered a maximum of 4” and setback a maximum of 12" from the stock location. Only pure water is allowed for water injection systems. The tank must be inspected and sealed prior to each record run.

Stock fuel tanks may be removed or retained, but the tank must not contain flammable liquid or vapour. The only approved location for the in use fuel tank is behind the cab, mounted securely between the frame rails.

The stock exhaust configuration and location must be retained. The muffler may be removed, but it must be replaced by exhaust tubing. Shortening of the exhaust system is not allowed.

Trucks must be equipped with a fifth wheel pad mounted in the original location and with functional air and electrical connections for a trailer. Trucks must be capable of hauling a trailer.

Trucks must also be equipped with brake, tail and turn signal lights. Stock headlight housings must be retained, but the glass may be removed.

In the three axle class, either a drive axle or a tag axle may be used as the second rear axle. In the case of a tag axle, tires must bear against the surface of the race track. The axle must be available as a stock item for the truck used.

Wheels and tires must be appropriate for the weight and speed of the vehicle. Generally, the stock wheels and tires, in excellent condition, will suffice. Wheels and tires designed for heavy, commercial aircraft use are also appropriate and encouraged.

Skid plates must be designed and mounted so as to prevent any portion of the running gear from damaging the race course in the event of tire failure. The skid plate must not be designed so as to form a belly pan. For other technical regulations, refer to other sections of this rule book.

This class must use event diesel fuel only. Records are subject to approval and will be certified only after comparison with the manufacturer's specifications for the model entered. The entrant is required to provide suitable documentation.

NOTE: All entrants in the Diesel Truck Classes must have equipment available to move a disabled vehicle from the race course.

6.5.4. DIESEL TRUCK:

/DT

This class is intended to represent typical diesel pickup trucks which may be of either American or foreign manufacture. This class is limited up to and including one (1) ton vehicles. The body must remain unaltered in height, width and contour; with all stock panels mounted in original relationship to each other.

Engine and driveline swaps are permitted. Flywheel shields are mandatory. Roll bars must be mounted inside the cab.

In this class, all other rules will be the same as Gas Coupe and Sedan class.

Rules for this class will be strictly enforced to ensure that trucks entered herein are typical of street machines which may be purchased from any automobile dealer.

This class must use event diesel fuel if made available.

Turbochargers and superchargers may be used, these engines will not be handicapped with class jump.

Engine classes allowed are AA, A, B, C, D, E, F, G and H.

7. MOTORCYCLE RULES

GENERAL COMPETITION REQUIREMENTS

Following are the rules governing motorcycles participating in the Lake Gairdner Speed Trials.

7.1. General Restrictions for Motorcycle entries

General Restrictions for Motorcycle entries are as follows:

A) Land Speed Record attempts or Recorded Trials are open to all DLRA members in good standing. A current and valid state driver's license is required.

B) Speed Trials operating procedures shall be the same as Section 2.

C) Production records are subject to approval and will be certified ONLY after comparison with the manufacturer's specifications for the model. The entrant is required to provide suitable documentation substantiating the production design of the entry.

7.2. STANDARDS

Standards for Motorcycle Land Speed Record Attempts are as follows:

A) Number/Classes: Two (2) designation plates are required, one on each side. Minimum plate dimensions are 6" high and 8" wide with the four corners cut off at a 1" radius. Plates must be securely mounted and completely visible from either side while the rider is in the riding position. All numbers must be a minimum of 5" high and 1" wide and letters at least 2" high. Partial streamliners may have an area 6" high and 8" wide (minimum) panel on both sides of the fairing in lieu of plates. Class designation must be clearly displayed on the plate.

B) Kill Switch and Fuel Shut-off: All motorcycles must have a positive off, kill switch which must be able to stop a running engine and remain shut off and be operated without removing the hands from the handlebar(s). **Also required is an ignition kill switch and a fuel pump shut off, both actuated by a lanyard attached to the rider.** Gas motorcycles must have a fuel shut-off operable from a normal riding position. Fuel motorcycles must have a fuel shut-off operable without moving the hands from the handlebar(s). All un-valved portions of fuel or gas lines (including saddle tank crossover lines), must have fire resistant or fireproof connecting lines and fittings. Aeroquip fire sleeve cover meets this requirement.

C) Throttle: self-closing throttle must be fitted to all motorcycles.

D) Controls: Control levers must have at least a 1/2" diameter round ball end. The handlebars must locate the hands outside the width of the fork tubes (6" minimum). It is suggested that the configuration of the handlebar(s) locate the thumbs at least 10" apart: An entrant may be required to demonstrate low speed handling and stability to meet this requirement. Fork stops must stop fork travel before the hands touch the tank or fairing. If a hydraulic steering damper is used, the rod shaft (or piston) may not be used for the fork stops.

E) Headlight: Glass headlights must be taped to retain breakage and the tape is limited to the glass lens. To avoid heat build up, lamps may be rendered inoperative.

F) Mirrors: Must be removed unless integrated into the fairing. The glass in the integrated mirrors must be taped or removed.

G) Foot rests: Foot rests must be provided as per requirements of the class entered and the rider must use them during the entire run.

H) Tire requirements: Tires used are governed by the record speed in the class entered and cannot be used beyond the speed rating of the tire. Tubeless, bias ply type tires may be run with tubes. Speed ratings will be reduced one speed range, unless otherwise indicated by the tire manufacturer. It is the responsibility of the entrant to check inflation pressures and tire and wheel condition immediately before and after every run.

0 to 125 mph.	Standard production tires of road tread are permitted.
126 to 150 mph	Current production V rated or better tires of standard road tread are permitted.
151 to 200 mph	Road racing branded and Z rated tires are permitted.
200 mph and beyond	Must be certified Land Speed Record tires or certified by the manufacturer as to the Limits and pressures needed or required.

Tire speed rating will be increased by 50 mph for V rated and road race branded, if shaved. Shaving is defined as removal of 50% of the original tread depth. It is prohibited to run tires with the cord showing. Tubes are not permitted in radial tires.

I) Metal valve caps: All tire valve sterns must be fitted with metal valve caps. Valve stems that are angled, relative to the rotational plane of the wheel, must be secured to resist centrifugal force deflection. Safety wire or other restraining device is required.

J) Wheels: It is highly recommended that strict attention be paid to wheel alignment, wheel balance; and tire run-out. It is REQUIRED that front wheels be cross ventilated. No wheel discs are permitted.

K) Gasoline: The addition of a power additive or changes of any nature, other than oil designated for lubrication only, to GASOLINE is prohibited. Penalty for violation of this standard shall be disqualification. Refer to Section 112 Fuels for specifications. Nitrous oxide installations must provide crash protection for the shut off valve and must comply with Sect: 4.5.4 Technical Requirements.

L) Fuels: In fuel classes, any approved liquid fuel may be used. Approved fuels are alcohol, nitrous oxide, nitromethane and non-approved gasolines.

M) Engine size: Displacement must be greater than the maximum allowable for the next lower class. To permit minor reconditioning of worn cylinder blocks, in classes other than Production, it is permitted to increase cylinder bore diameter .020 inch (.508mm) beyond that which provides maximum displacement for the class. In all cases, the resulting displacement must be exceeded to quality for the next higher class. The .020 inch (.508mm) will be discounted for record certification and will be noted on the cert card and in the log book.

N) Unsafe Motorcycle: If a motorcycle is judged unsafe by a Technical Inspector, it will not be allowed to compete.

O) Taping: The taping of the fork stanchions to a spoiler shape or adding taped spoilers to a machine is not permitted in any class.

P) Axle nuts: All axle retaining nuts, pinch bolts and axle caps must be safety wired or otherwise secured by visually verifiable means. Lock washers, self locking nuts or thread locking compounds do not meet this requirement.

Q) Tow Starts: Dead motor tow starts will not be permitted except for Streamliners, this requirement includes designated warm up areas.

R) Steering Damper. Required in classes where the existing record is over 125 MPH.

S) Seat and Saddle: No part of the seat or saddle or anything to the rear of these may be more than 36" above the ground when the motorcycle is loaded.

T) Steering Suspension and frame: All steering, suspension, and control linkage components and frames must comply with 4.5.7 Technical Requirements, unless clearly not applicable to motorcycle configurations.

U) Exhaust: All exhaust system outlets must be directed away from the course surface.

7.3. Riding Apparel

All motorcycle riders are required to use the following riding equipment, except where clearly inconsistent with Full Streamliner rules.

A) Driver's Helmet: All drivers/riders must wear a full-face helmet with face shield, which meets Snell Foundation 1995 or later specifications. No open face helmets will be allowed. Helmets will be visually inspected during scrutineering. Helmets must be undamaged and in serviceable condition. Eye glasses worn under the helmet must be shatterproof.

Riders must demonstrate proper helmet fit and "roll off" resistance.

B) Leathers: One piece leather or other materials certified by a recognised manufacturer to be suitable for the application is required. Two piece suits zippered together are allowed.

C) Boots: Zipper, buckle or lace up leather boots of substantial construction suitable for motorcycle use are required and must be at least 8" high.

D) Gloves: Leather gloves are required. No perforated or skeleton gloves are permitted.

7.4. Classification of Displacements, Frames, Engines, and Engine Types:

Note: Motorcycle classes are listed in order of displacement, frame type and engine type.

A) Frame class designation:

Designation	Frame Class
P	Production
M	Modified
A	Special Construction
MPS	Modified Partial Streamlining
APS	Special Construction Partial Streamlining
SC	Sidecar
SCS	Sidecar Streamliner
S	Streamliner

B) Engine class designation:

Designation	Engine Class
P	Production
PP	Production Push Rod
PS	Production Supercharged
G	Modified Engine: Gasoline
PG	Push Rod Engine: Gasoline
VG	Vintage Engine: Gasoline
UG	Unlimited Engine: Gasoline
BG	Supercharged Engine: Gasoline
PBG	Supercharged Push Rod Engine: Gas
VBG	Supercharged Vintage Engine: Gasoline
F	Modified Engine: Fuel
PF	Push Rod Engine: Fuel
VF	Vintage Engine: Fuel
UF	Unlimited Engine: Fuel
BF	Supercharged Engine: Fuel
PBF	Supercharged Push Rod Engine: Fuel
VBF	Supercharged Vintage Engine: Fuel
W	Steam, Turbine or Electric

C) Engine Displacement Classes:
Engine Classes are shown in cubic centimetres, ie., 50,100,125,175, 250, 350, 500, 650, 750,1000,1350, 1650, 2000 and 3000 where permitted and 3001 and above where permitted.

D) Permitted Classes and Engines:

Frame Class	Engine Class	Maximum Displacement	Engine Permitted
P	P,PP,PS	2000	1
M	All	2000	1
A	All	3001 & above	2
MPS	All	2000	1
APS	All	3001 & above	2
S	All	3001 & above	2
SC	All	3001 & above	2
SCS	All	3001 & above	2

7.5. Equipment:

7.5.1. Production Frame::

A standard production road motorcycle of which 500 or more have been produced and which are available for sale to the general public through retail motorcycle dealers and is completely equipped with full lighting equipment, frame, forks, wheels, brakes, gas and oil tank (if installed), fenders and seat. The only modifications which may or must be made are as follows:

1) **Handle bar:** Any type may be fitted to original handle bar mounts, except handle bars which extend more than 15" above or 4" in front of or 4" below the original handle bar mounts.

2) **Foot rests:** Must be the original equipment. Passenger foot rests must be removed.

3) **Side and centre stands:** These may be removed.

4) **Air cleaner element, tool box, and license plate bracket:** These may be removed.

5) **Number/Class:** See General Rules-Section 7.2.A.

6) **Lighting equipment and instruments:** Must be exactly the same as fitted to the original model when it was sold for everyday street use. Headlight lens must be cross taped. Turn signal lights and brackets may be removed only if not integrated with body fairing parts. To avoid heat build up, lamps may be rendered inoperative.

7) **Fairings, windshields, seats and side panels** that are factory equipment standard for the particular model must remain on the motorcycle and be unaltered in height, width, and contour.

8) **Tires:** See General Equipment-Section 7.2.H.

9) **Chain guard:** Production motorcycles must have a chain guard (either original equipment or see Modified Production rear chain guard requirements as a minimum).

10) **Wheel rims:** They may be changed only if necessary to obtain tires which meet the necessary tire requirements.

11) **External view:** The motorcycle must be identical in all respects to the production model it represents, including the intake airbox and exhaust system. The exhaust system, looking at the end (down its centerline) shall be unmodified, ie. the exit diameter of the canister (muffler) cannot be enlarged. This comparison will be made when the bike is assembled as ready to run. Any performance modifications must be out of view.

7.5.2. Modified Frame:

Modified Frame rules permit development of a more efficient land speed chassis than that permitted by Production Frame rules.

Primary objectives of the Modified Frame class are:

1. Reasonable costs.
2. Moderate effort.
3. A high degree of stability and safety.

Frames must be based on an OEM street type frame or production replacement having similar geometry. The maximum wheelbase is 60 inches for engines under 250cc and 72 inches for those over 250cc. Machines exceeding these limits are classified as "A" Frame, Special Construction.

Modifications may include alteration of steering head angle and/or wheelbase, and the removal or addition of mounting brackets and braces.

At least 50% of the original structural members forward of the rearmost portion of the engine/gearbox must be retained. All components must have sufficient strength to ensure stability and safety. Weld integrity and fabrication methods will be closely scrutinised during the inspection process. The technical committee may require Non Destructive Test Certification of components and/or stress analysis of the design.

Prior to performing any modifications, it is strongly suggested that the modifier submit final design prints or sketches to the technical committee for evaluation of rules compliance and safety considerations.

The handlebar grips and seating position must not be lower than a horizontal line drawn even with the uppermost portion of the wheel rims. Original lights, instruments, fenders, gas and oil tanks (if applicable), seat, forks, swing arm, shocks, brakes and wheels are all optional.

This class includes factory produced road racing and off road motorcycles and models of which less than 500 were produced. Factory limited production or "works" models are included in this class.

1) Foot rests: Must be ahead of the rear axle at least by 6".

2) Mufflers and exhaust pipes: Optional exhaust pipes may not extend behind rear edge of rear tire.

3) Number/Class Designation plates: See General Rules-Section 7.2.A.

4) Fenders: Front fender and rear portion of rear fender may be removed or special fenders may be fitted. Such special fenders must be made and attached in a Workmanship-like manner. Rear fenders shall extend to a point not less than a vertical line drawn through the rear axle. A seat that covers the rear wheel to the vertical line may substitute for fender requirements.

5) Gas tanks: If not original equipment to the model engine used, must have a minimum capacity of 5 litres or 1.32 gallons.

6) Wheels: Replacement wheels must have a minimum nominal rim diameter of 15". Mini bikes may use original equipment size wheels. All axles must be of steel alloy or titanium.

7) Forks: Must be of sufficient strength for the motorcycle in question. Centre hub steering and equivalent or derivative of this design is not permitted in this class, unless factory produced for the model.

8) Brakes: Front brakes are not required. Rear brakes are required and must be an internal expanding drum type or hydraulic actuated disc brake. Actuation may be from foot peg or handlebar.

9) Chain guard: All chain or belt drives must have a guard on the top run at least 1-1/2 times the overall width of the chain or at least 1/4" wider than the belt. Guards must run from the centre of the front sprocket to the rear most edge of the rear sprocket measured vertically. Primary guards must have a side cover to prevent rider from getting entangled in the drive.

10) Dual engines: Are not permitted in this class. The maximum engine displacement is 2000 cc.

11) Streamlining Open Class:

A) Streamlining is defined as any devices or objects forward of the rider which have the apparent purpose of controlling air flow around the machine or rider.

B) No streamlining is permitted in the open motorcycle class.

C) Headlights, if used, must be between 5 1/2" and 7" in outside diameter at the "lens" surface with a front radius of not less than 18". The front surface must be perpendicular to the ground within 5 degrees with the rider in the normal riding position.

12) Partial streamlining: The front wheel and tire must be visible from either side for 180 degrees of its circumference. Forward front fender coverage may not extend lower than a horizontal line through the front axle. There must be no streamlining forward of the front edge of the front rim. There must be no streamlining other than a seat or tail section to the rear of a line drawn vertically through the axle of the rear wheel, (refer to article 7.2-S General Requirements) and the rim must be clearly visible for the 180 degrees of its circumference to the rear of such a line. If a streamlined seat or tail section is used, it cannot extend further to the rear than a vertical line at the rear edge of the rear tire. It must be possible to see the rider completely from either side and above except for the hands and forearms. It is forbidden to use any transparent material to avoid the application of these rules. There must be a minimum of three (3) separate mounting points.

An exception will be given to a motorcycle that is otherwise legal as a production frame with modifications allowed only to the engine (carbs, pipes, etc).

7.5.3. Special Construction:

A Class 'A' Frame is unlimited in design, driven by the rear wheel(s) only, and may have 2 or 3 wheels. No wheelbase restriction for two wheels. In the case of 3 wheels, the third wheel must share and be driven by the same live rear axle, minimum tread shall be 24", and wheelbase must be 72" minimum. Forks or centre hub steering permitted. All components must have sufficient strength to ensure stability and safety, Weld integrity and fabrication methods will be closely scrutinised during the inspection process. The technical committee may require Non Destructive Test Certification of components and/or stress analysis of the design. Prior to starting construction, it is strongly suggested that the constructor submit final design prints to the technical committee for evaluation of compliance with rules and safety considerations. To compete in this class the machine must be ineligible for the modified frame class.

1) **Foot rests:** Must be provided and the location is optional.

2) **Muffler and exhaust pipes:** Muffler and exhaust pipes are optional. Exhaust pipes may not extend beyond the rear edge of the rear tire.

3) Number/Class Designation plates: See General Equipment 7.2.A.

4) Fenders: See fenders in Modified Frame 7.4.2.4.

5) Gas tank: Must be mounted and constructed in a workmanship-like manner.

6) Wheels: Must have a minimum nominal rim diameter of 15".

7) Brakes: Front brakes are not required. Rear brake is required and must be an internal expanding drum type or hydraulic actuated disc brake. Actuation may be from foot peg or handlebar.

8) Chain guard: See chain guard in Modified Frame B, Article 9.

9) Engine: Any single or dual combination of motorcycle engine is permitted. No more than two engines are permitted. Maximum total engine displacement limit for the motorcycle is 3001 cc and above.

10) Streamlining Open Class: See Modified Frame, 7.2.4.11.

11) Partial streamlining: See Modified Frame,7.2.4.11

7.5.4. Streamliner:

A Streamliner is a motorcycle designed so that it is not possible to see the complete rider in the normal riding position from either side or above. Wheelbase is unlimited and must make a single track. Power must be transmitted through the rear wheel only. Steering must be done with the front wheel only.

All components must have sufficient strength to ensure stability and safety. Weld integrity and fabrication methods will be closely scrutinised during the inspection process. The technical committee may require Non Destructive Test Certification of components and/or stress analysis of the design. Prior to starting construction, it is strongly suggested that the constructor submit final design prints to the technical committee for evaluation of compliance with rules and safety considerations.

1) **Sealed Firewall:** There must be at least one sealed firewall between the rider and engine/fuel compartment in conjunction with adequate drains in engine/fuel compartment, All linkage and controls that pass through the firewall must go through the upper half to avoid fuel seepage into the rider compartment.

2) **Fire Extinguishing System:** All Streamliners must have a rider controlled fire extinguisher system directed to the engine/fuel compartment. If an automatic heat sensing control is used, a manual control must also be fitted. Refer to Section 4.5.12 for additional requirements.

3) **Driver/Rider Suit:** A complete, approved driver/rider suit conforming to SFI 3-2A/15 is REQUIRED. Gloves and boots must be of the same or better RATING as the driver/rider suit. A NOMEX balaclava must be worn under the helmet.

4) **Roll Cage:** Must completely surround the rider and must be fitted in the rider's compartment. Minimum diameter is 1-1/4" with .090" nominal wall thickness, mechanical steel tubing. No galvanised pipe, black water pipe or threaded fittings are permitted. The design of the roll cage must incorporate the following features as a minimum: Two (2) roll bars, (one forward and one after the rider's head), must be tied together and capped with a steel plate .090" thick. Said cap must cover the upper 140 degrees of the rider's head. The roll bar must be braced with a tube on each side of the same dimensions. Rider head movement must be limited to no more than 2" to each side, top, or rear, with rider's head in the normal position. This may be accomplished with any nonflammable, resilient material .

5) **Seat Belts and Shoulder Harness:** A complete competition seat belt and shoulder harness is required with shoulder, lap, and crotch straps. Arm restraints from the wrist to the central harness buckle must be used. See Sect. 4.5.2.

6) **Rider Compartment:** The rider compartment must be free from sharp edges, protrusions, brackets, etc., within close proximity to the rider. The rider compartment must be equipped with a fresh air intake or breathing system direct to the rider and be configured to prevent contamination by fire, smoke, fumes or fire suppression agents.

7) **Windshields:** All windshields must be of non-shatter plastic and provide 120 degrees of adequate horizontal vision forward.

8) **Fuel Shut-off:** A remote fuel shut-off must be fitted that can be easily actuated from the rider compartment.

9) A bulkhead or fender must be fitted around any tire within the rider compartment.

10) **Canopy:** A rider must be able to exit from Streamliner without assistance. The canopy must be clearly marked on the outside with directions for opening by emergency personnel. Rider compartment cover or hatch cover must have a release mechanism allowing it to be opened quickly, without hand tools, from the inside and the outside.

11) **New Streamlined Motorcycles:** It is strongly recommended that all new Streamlined motorcycles be submitted for pre-event inspection by appointment with the Contest Board. If not practical because of distance, photographs and drawings must be submitted as an alternative.

12) **Test Runs:** A series of test runs will be required of all Streamliners and riders. Vehicle stability and rider licensing evaluations will be conducted at speed increments specified in Sect. 2.13, Driver Licensing, until maximum speed is attained. Each run must be observed by the Contest Board observers and approved before advancing to the next higher speed. All speed tests will be terminated with a parachute test.

13) **Parachute:** A parachute is required on all Streamliners. Streamliners going over 250 mph are required to have two parachutes, one for high speed and one for low speed. Parachute release mechanism must be mounted in a position allowing it to be activated without removing the rider's hands from the steering mechanism. It is required that automatic mechanisms be installed that will actuate when the machine is laid over 50 degrees on enclosed tail streamliners, and 80 degrees on open tail streamliners.

14) **Steering:** See Section 4.7.7.

15) All Streamliners must be equipped with a rear wheel brake as required in Class A Frame. Tire and wheel sizes are unlimited, but must qualify under General Tire Rules as to speed.

16) Number/Class Designation: Streamliners must have a number/letter area or a 10" by 12" minimum panel on both sides of the body in lieu of number/class designation plates.

17) Tanks: Fuel tank, oil tank, and battery must be on the opposite side of the firewall from the rider. No fuel lines may be routed through the rider compartment.

18) Engine: Any single or dual combination of motorcycle engines permitted. Not more than two (2) engines are permitted. Maximum total engine displacement limit for the motorcycle is 3001 cc and above.

19) Skids: Streamliners using skids must have a positive lock in the 'up' position. The shoe or contact area must have a good form of ski-nose design. Skids are to be locked in a retracted position as soon as the motorcycle becomes stable.

7.5.5. Sidecars:

A sidecar is a three wheel vehicle leaving two tracks with only the rear-most wheel driving. The front wheel's track must be entirely covered by the rear.

1) Passenger: Passenger(s) are not allowed in or on the sidecar. Loading of sidecar wheel must be sufficient to assure stability. Properly secured weight or ballast may be used.

2) Engine location: The engine/engines must be located between the front and rear drive wheel, and the engine centreline located within the width of the rear tire.

3) Driver location: The rider must operate the sidecar outfit with motorcycle type handlebars from a position, which places his centerline between the centerlines of the front and rear drive treads. The rider must be able to exit the outfit without restriction, unless in compliance with enclosed streamliner rules.

4) Chassis and Suspension: The outfit's chassis and suspension may be of conventional solo motorcycle configuration utilising an attached sidecar chassis and body/platform panels. Special construction chassis with integral or attached sidecars are permitted and encouraged. All wheel suspension is encouraged. Refer to Section 7.4.3, Special Construction, for construction advisory information.

5) Steering: Telescopic, leading or trailing link or centre hub or spindle steering/suspension system may be used. Only the front wheel may be steerable. All systems must incorporate a steering damper.

6) Chair or Platform: The sidecar unit may be located on either the left or right side. All universal type mounting brackets and rigid bar fittings will be scrutinised for adequate depth of engagement, rigidity, and security. All attaching fasteners must be safety wired or otherwise secured by visually verifiable means. Multiple rigid bars may be necessary to ensure rigidity. Universal mounts deemed inadequate for competition must be replaced with purpose built components approved by the competition committee. Special Construction outfits with integral or attached sidecars, will be evaluated for adequate dispersal of sidecar induced stresses.

7) Wheel Track: Track must not be less than 30" and the wheel base shall not exceed 110".

8) Wheel size: The front and rear wheel rim shall be no less than 10" nominal diameter. The sidecar wheel rim may be no less than 8" nominal diameter,

9) Tires: The same speed rating requirements for solo machines will apply.

10) Covers and shields: A cover or shield must be placed over all drive chains or belts and must comply with Modified Frame B, Article 9 design requirements. The inside of the sidecar wheel must have a cover.

11) Sidecar: The operator must demonstrate that he can be accommodated aboard the sidecar to verify it can be safety ridden and to guarantee a minimum size.

12) **Sidecar Streamliner:** This is the ultimate sidecar land speed vehicle. Innovation in design is encouraged. Must meet all two wheel streamliner requirements, except 7.5.4 Article 19, 'Skids'. All sidecars not meeting the unrestricted driver exit requirement in 7.5.4 Article 3 must run in this class.

13) **Test Runs:** Vehicle stability and sidecar driver licensing evaluations will be conducted at speed increments specified in Sect. 2.13, Driver Licensing, until maximum speed is attained. Adjustment of sidecar ballast and/or wheel alignment may be required.

7.6. Engine Classes:

1) **Production:** Production engines must be the same model as the model of the frame being used and must have STOCK EXTERNAL APPEARANCE. Production motorcycles must use OEM cylinders, heads and crankcases to comply with this class. OEM engine displacement determines the displacement class for competition. Displacement may not be increased beyond that class limit. Starting mechanism must be retained and operable. Carburettors or throttle bodies must be O.E.M. and retain original venture size. All production engines run in gas class. See Sect. 3.2.

2) **Production Pushrod:** Same as Production, but must have pushrod operated valves with camshaft located at least one crankshaft stroke below the O.E.M. cylinder deck position or utilise O.E.M. pushrod length at least twice the crankshaft stroke.

3) **Production Supercharged:** Same as Production, but an original brand factory installed turbocharger or supercharger is allowed.

4) **Class F:** Unlimited in design, but must be comprised of major parts and components designed primarily for use in motorcycle engines. No restrictions on fuel. Superchargers or turbocharger's are not permitted. Fuel injection is permitted.

5) **Class G:** Same as Class F, except it is limited to pump gasoline. See General Rules Section 3.2 on gasoline.

6) **Class BF:** Same as Class F, except supercharger or turbocharger is required and must be mechanically or exhaust gas driven. No restrictions on fuel.

7) **Class BG:** Same as Class BF, except it is limited to pump gasoline. See General Rules, Section 3.2 on gasoline. Water injection is allowed, but water tanks must be inspected and sealed prior to each record run.

8) **Class PG and PF:** Push rod engine. Any motorcycle engine with pushrod operated valves with the camshaft located at least one crankshaft stroke below the O.E. M. cylinder deck position or utilise O.E.M. pushrod length at least twice the crankshaft stroke.

Replacement heads must have the same number of valves as originally produced as a production engine. "G" designates a gasoline engine and "F" a fuel engine.

9) **Class VG and VF:** Same as Class G or F, except that the class is limited to motorcycle engines produced prior to 1956. Replacement engine cases and cylinder heads are not allowed. Flathead or side valve engines move down two classes. A .050 oversize bore measurement is allowed on vintage engines only and will be discounted when the bore size is measured. Flathead engines in the class may use non-OEM cylinder heads from accessory manufacturers or reproducers. Engine parts made after 1955 and exact reproduction cylinders and heads may be considered legal in the vintage class if they offer no competitive advantage. Pre-installation approval by the contest board is required. It is the entrant's responsibility to provide documentation and samples.

10) **Class PBG and PBF:** Same as (8) above, push rod classes, except that a supercharger or turbocharger is required; subject to the same limitations as Classes BF and BG, respectively.

11) **Class UG and UF:** Any reciprocating engine, which uses the Otto cycle may run in Streamliner category only. Supercharged engines do not advance class size.

12) Class Ω (Omega): Engines using a thermodynamic cycle other than Otto. This class includes electric, steam and turbine engines.

8. APPENDIX A. RECORDS:

DLRA 200 MPH Club Members

Rod Hadfield	John Lynch
Leigh Fielder	Rocky Robinson
Linden Cooper	Chuck Salmen
Doug Odom	Gail Phillips

8.1. **CARS**

SPECIAL CONSTRUCTION CATEGORY

ELECTRIC

E/I	Open		
E/II	Open		
E/III	Open		
S/S	Open		

TURBINE

T/I	Open		
T/II	Open		
T/III	Open		

Blown Fuel Streamliner - /BFS

AA/BFS	Open		
A/BFS	Open		
B/BFS	Open		
C/BFS	Open		
D/BFS	Open		
FJBFS	Open		
F/BFS	Open		
G/BFS	Open		
H/BFS	Open		
I/BFS	Open		
I/BFS	Open		
K/BFS	Open		
XF/BFS	Open		
XO/BFS	Open		
XXF/BFS	Open		
XXO/BFS	Open		

Unblown Fuel Streamliner - /FS

AA/FS	Open		
A/FS	Open		
B/FS	Open		
C/FS	Open		
D/FS	Open		
E/FS	Open		
H/FS	Open		
I/FS	Open		
J/FS	Open		
K/FS	Open		
XO/FS	Open		
XF/FS	Open		
XXO/FS	Open		
XXF/FS	Open		
V4/FS	Open		

Blown Gas Streamliner - /BGS

A/BGS	Open		
C/BGS	Open		
D/BGS	Open		
E/BGS	Open		
G/BGS	Open		
H/BGS	Open		
I/BGS	Open		
J/BGS	Open		
K/BGS	Open		
XF/BGS	Open		
XO/BGS	Open		
XXF/BGS	Open		
XXO/BGS	Open		

Unblown Gas Streamliner - /GS

AA/GS	Thunder and Lightning Allan Murchison	177.252	2002
A/GS	Open		
B/GS	Rod Hadfield Salt Shaker	172.890	1991
C/GS	Open		
D/GS	Open		
F/GS	Open		
F/GS	Open		
G/GS	Open		
H/GS	Open		
I/GS	Open		
J/GS	Open		
K/GS	Open		
XF/GS	Open		
XO/GS	Open		
XXF/GS	Open		
XXO/GS	Open		
V4/GS	Open		

Diesel Streamliner - /DS **Open**

A/DS	Open
B/DS	Open
C/DS	Open
F/DS	Open
G/DS	Open
H/DS	Open

I/DS		Open	

Blown Fuel Lakester - /BFL

AA/BFL		Open	
A/BFL	John Lynch	297.939	2002
B/BFL		Open	
C/BFL		Open	
D/BFL		Open	
E/BFL		Open	
F/BFL		Open	
I/BFL		Open	
K/BFL		Open	
XF/BFL		Open	
XO/BFL		Open	
XXO/BFL		Open	

Unblown Fuel Lakester - /FL

AA/FL	Rod Hadfield	219.96	1995
A/FL		Open	
B/FL		Open	
C/FL		Open	
D/FL		Open	
E/FL		Open	
F/FL		Open	
G/FL		Open	
H/FL		Open	
I/FL		Open	
I/FL		Open	
K/FL		Open	
XF/FL		Open	
XO/FL		Open	
XXO/FL		Open	
V4/FL		Open	

Blown Gas Lakester - /BGL

A/BGL		Open	
B/BGL		Open	
C/BGL		Open	
D/BGL		Open	
F/BGL	Empty pockets Racing John Broughan	145.155	2003
XF/BGL		Open	
XO/BGL		Open	

Unblown Gas Lakester - /GL

A/GL		Open	
B/GL		Open	
C/GL		Open	
D/GL		Open	
E/GL	Edwards/Taylor	146.140	1995
F/GL		Open	
G/GL	Empty pockets Racing John Broughan	130.274	2002
H/GL		Open	
I/GL		Open	
J/GL		Open	
K/GL		Open	
XF/GL	Bernie Kelly	114.490	1993
XO/GL		Open	
XXF/GL		Open	
XXO/GL		Open	
V4/GL	Rod Mappin	100.516	2000

VINTAGE CATEGORY

Blown Fuel Modified Roadster - /BFMR

B/BFMR	Neil Raymond	174.100	1995
C/BFMR		Open	
D/BFMR	Neil Raymond	123.730	1994
E/BFMR	Kevin Saville	179.120	1996
XO/BFMR		Open	
XF/BFMR	Mike Davidson	162.580	1996
XXF/BFMR		Open	

Unblown Fuel Modified Roadster - /FMR

AA/FMR	$um Fun Chuck Salmen	250.069	2000
A/FMR		Open	
B/FMR	Mike Davidson	176.560	1998
C/FMR		Open	
D/FMR	Gary Tate	130.210	1994
E/FMR		Open	
F/FMR		Open	
XF/FMR	Mike Davidson	153.087	2002
XO/FMR		Open	
XXF/FMR		Open	
XXO/FMR		Open	
V4/FMR		Open	

Blown Gas Modified Roadster - /BGMR

A/BGMR		Open	
B/BGMR	Rod Hadfield	147.170	1990
C/BGMR		Open	
D/BGMR	Neil Raymond	96.590	1993
F/BGMR		Open	
G/BGMR		Open	
XO/BGMR		Open	
XF/BGMR	Mike Davidson	162.580	1996
XXF/BGMR		Open	

Unblown Gas Modified Roadster - /GMR

AA/GMR		Open	
A/GMR		Open	
B/GMR	Dave Tattingham	165.339	1998
C/GMR	Aulis Soderblom	159.334	2002
D/GMR	Bob Bowman	161.608	2002
E/GMR	Paul Greaves	126.110	1994

F/GMR		Open	
G/GMR		Open	
H/GMR		Open	
XF/GMR	Wayne Mumford	143.027	1999
XO/GMR		Open	
XXF/GMR		Open	
XXO/GMR		Open	
V4/GMR	Chuck Sharpe	141.933	2002

Blown Fuel Roadster - /BFR

A/BFR		Open	
B/BFR		Open	
C/BFR		Open	
D/BFR		Open	
E/BFR		Open	
F/BFR	Casey Hill	139.805	2000
XF/BFR		Open	
XO/BFR		Open	

Unblown Fuel Roadster - /FR

B/FR	Frank Robinson	140.260	1993
C/FR		Open	
D/FR		Open	
E/FR		Open	
F/FR		Open	
G/FR		Open	
H/FR		Open	
XF/FR		Open	
XO/FR		Open	
XXF/FR		Open	
XXO/FR		Open	
V4/FR		Open	

Blown Gas Roadster - /BGR

AA/BGR		Open	
A/BGR		Open	
B/BGR		Open	
C/BGR		Open	
D/BGR		Open	
E/BGR		Open	
XF/BGR	Mike Davidson	162.580	1996
XO/BGR		Open	

Unblown Gas Roadster - /GR

AA/GR		Open	
A/GR		Open	
B/GR	Wayne Belot Aussie Desert Coolers	190.003	2003
C/GR	Kevin Parker	152.300	1996
D/GR	Peter Watson	155.783	1998
E/GR	Jeremy Nunn	134.35	1995
F/GR		Open	
G/GR		Open	
H/GR	Bill Heeremans	89.62	1993
XF/GR	Wayne Mumford	143.027	1999
XO/GR		Open	
XXF/GR		Open	
XXO/GR		Open	
V4/GR		Open	

Blown Street Roadster - /BSTR

AA/BSTR		Open	
A/BSTR		Open	
B/BSTR		Open	
C/BSTR		Open	
D/BSTR	Neil Raymond	120.140	1992
E/BSTR		Open	
F/BSTR	Casey Hill	124.965	2000
XF/BSTR		Open	
XO/BSTR		Open	
XXF/BSTR		Open	

Unblown Street Roadster - /STR

AA/STR		Open	
A/STR		Open	
B/STR	Rod Hadfield	168.070	1991
C/STR	Ray Charlton	170.648	2001
D/STR	Bob Ellis	74.255	2001
E/STR		Open	
F/STR	Casey Hill	141.220	2000
G/STR		Open	
H/STR		Open	
XF/STR	Dave Watson	90.5	1992
XO/STR	Paul Greaves	108.80	1996
XXF/STR		Open	
XXO/STR		Open	
V4/STR			

Vintage Oval Track - /VOT
Midget Vintage Oval Track - /MVOT

XF/VOT		Open	
XO/VOT		Open	
XXF/VOT		Open	
XXO/VOT		Open	
V4/VOT		Open	
??/VOT	Mike Davidson	124.27	1990

Speedster /SPD

A/SPD			
B/SPD			
C/SPD			
D/SPD			
E/SPD	Cled Davies	83.104	2002
F/SPD	Rod Mappin	92.860	2002
G/SPD			
H/SPD			
I/SPD			

MODIFIED CATEGORY

Blown Fuel Competition Coupe and Sedan -/BFCC

A/BFCC		Open	
B/BFCC		Open	
C/BFCC		Open	
D/BFCC		Open	
E/BFCC		Open	
F/BFCC		Open	
G/BFCC		Open	
H/BFCC		Open	
I/BFCC		Open	
XF/BFCC		Open	
XO/BFCC		Open	
/BVFCC	Vintage engines only		

Unblown Fuel Competition Coupe and Sedan -/FCC

AA/FCC		Open	
A/FCC		Open	
B/FCC		Open	
C/FCC		Open	
D/FCC		Open	
E/FCC		Open	
F/FCC		Open	
G/FCC		Open	
XF/FCC		Open	
XO/FCC		Open	
XXF/FCC		Open	
XF/VFCC		Open	
XO/VFCC		Open	
XXF/VFCC		Open	
V4/VFCC		Open	

Blown Gas Competition Coupe and Sedan -/BGCC

A/BGCC		Open	
B/BGCC		Open	
C/BGCC		Open	
D/BGCC	Gary Myers	170.003	2001
F/BGCC		Open	
G/BGCC		Open	
H/BGCC		Open	
I/BGCC		Open	
J/BGCC	Insalt Racing Leigh Russell	129.682	2003
XF/BGCC		Open	
XF/BVGCC		Open	
XO/BVGCC		Open	

Unblown Gas Competition Coupe and Sedan -/GCC

AA/GCC		Open	
A/GCC		Open	
B/GCC		Open	
C/GCC	Bob Ellis	183.729	2003
D/GCC		Open	
E/GCC		Open	
F/GCC		Open	
H/GCC		Open	
G/GCC		Open	
XF/GCC		Open	
XO/VGCC		Open	
XF/VGCC		Open	
V4/VGCC		Open	

Blown Fuel Altered Coupe - /BFALT

AA/BFALT	Rod Hadfield	212.244	1998
A/BFALT	Rod Hadfield	209.863	1999
B/BFALT		Open	
C/BFALT		Open	
D/BFALT		Open	
E/BFALT		Open	
F/BFALT		Open	
G/BFALT		Open	
XF/BVFALT		Open	
XO/BVFALT		Open	

Unblown Fuel Altered Coupe - /FALT

AA/FALT	Bronze Aussie Rod Hadfield	259.067	2003
A/FALT		Open	
B/FALT		Open	
C/FALT		Open	
D/FALT		Open	
E/FALT		Open	
F/FALT		Open	
G/FALT		Open	
H/FALT		Open	
XF/FALT		Open	
XO/FALT		Open	
XF/VFALT	Tony Cassar	85.090	1994
XXO/FALT		Open	
XO/VFALT		Open	
XXF/VFALT		Open	
XXO/VFALT		Open	
V4/VFALT		Open	

Blown Gas Altered Coupe - /BGALT

A/BGALT		Open	
B/BGALT		Open	
C/BGALT		Open	
D/BGALT		Open	
E/BGALT		Open	
F/BGALT		Open	
G/BGALT		Open	
H/BGALT		Open	
I/BGALT		Open	

XO/BGALT		Open	
XF/BVGALT		Open	
XO/BVGALT		Open	

Unblown Gas Altered Coupe - /GALT

AA/GALT		Open	
A/GALT	Aussie Assalt Leigh Fielder	238.331	2000
B/GALT		Open	
C/GALT	Richard Hollywood	198.50	1995
D/GALT		Open	
E/GALT	Ray Tully	128.35	1996
F/GALT		Open	
G/GALT	Dean Smith	119.944	1999
H/GALT		Open	
I/GALT		Open	
XF/GALT		Open	
XO/GALT		Open	
XXF/GALT		Open	
XF/VGALT	Bill Marshall	86.14	1994
XO/VGALT		Open	
XXO/VGALT		Open	
V4/VGALT		Open	

Blown Gas Coupe - /BGC

A/BGC		Open	
B/BGC		Open	
C/BGC		Open	
D/BGC		Open	
E/BGC		Open	
F/BGC		Open	
G/BGC		Open	
H/BGC		Open	
XF/BVGC		Open	
XO/BVGC		Open	

Unblown Gas Coupe - /GC

AA/GC		Open	
A/GC		Open	
B/GC	Gary Tate	149.650	1995
C/GC	Greg Hamilton	163.882	2002
D/GC	Mark Hadfield	152.820	1992
E/GC		Open	
F/GC		Open	
G/GC	Andy Jenkins	57.280	1991
H/GC		Open	
XF/GC		Open	
XO/GC		Open	
XXF/GC		Open	
XF/VGC		Open	
XO/VGC		Open	
XXF/VGC		Open	

Blown Modified Sports - /BMS

AA/BMS		Open	
A/BMS		Open	
B/BMS		Open	
C/BMS		Open	
D/BMS		Open	
E/BMS		Open	
F/BMS		Open	
G/BMS		Open	
H/BMS		Open	
I/BMS		Open	

Unblown Modified Sports - /MS

AA/MS		Open	
A/MS		Open	
B/MS		Open	
C/MS	Doug Odom	220.237	2001
D/MS		Open	
E/MS	Gail Phillips	205.538	2001
F/MS		Open	
G/MS		Open	
H/MS		Open	
I/MS		Open	

Modified Pickup - /MP

AA/MP		Open	
A/MP		Open	
B/MP		Open	
C/MP	Craig Parsons	103.960	1995
D/MP		Open	
E/MP		Open	
XF/MP	Mike Bowden	138.850	1996

Modified Mid/Mini Pickup - M/MP

C/M/MP		Open	
D/M/MP		Open	
E/M/MP		Open	
F/M/MP		Open	
G/MIMP		Open	
H/M/MP		Open	
I/M/MP		Open	

Modified Utility - /M/UTE

AA/M/UTE		Open	
A/M/UTE		Open	
B/M/UTE		Open	
C/M/UTE	Lloyd Johnston	118.561	2001
D/M/UTE		Open	
E/M/UTE		Open	
F/M/UTE		Open	
G/M/UTE		Open	
H/M/UTE		Open	
I/M/UTE		Open	
J/M/UTE		Open	
X/VM/UTE		Open	
XF/VM/UTE		Open	
XXF/VM/UTE		Open	

XO/VM/UTE		Open	
XXO/VM/UTE		Open	
V4/VM/UTE		Open	

PRODUCTION CATEGORY

Production Coupe and Sedan - /PRO

AA/PRO		Open	
A/PRO	John Dent	187.696	2003
B/PRO	Manfred Lindmayer	127.040	1993
C/PRO	Brendan O'Reilly NFS Racing	190.184	2003
D/PRO	Mark Hadfield	179.104	2002
E/PRO	Darryl Hunt	155.844	2003
F/PRO	Don Noble	140.274	2003
G/PRO	Andrew McCleery	117.527	2003
H/PRO	Dean Smith	117.429	1998
I/PRO	Leigh Russell Insalt Racing	96.331	2002
J/PRO	Leigh Russell Insalt Racing	101.715	2003
XF/PRO	Graeme Holden	123.880	1995
XO/PRO	Stephen Vorwerk Grey Power	107.120	2003
XXO/PRO		Open	

Production Supercharged - /PS

D/PS		Open	
E/PS		Open	
F/PS		Open	
G/PS		Open	
H/PS		Open	
I/PS		Open	

Blown Grand Touring Sports - /BGT

B/BGT		Open	
D/BGT		Open	
E/BGT		Open	
F/BGT		Open	
G/BGT		Open	
H/BGT		Open	

Unblown Grand Touring Sports - /GT

AA/GT		Open	
A/GT		Open	
C/GT		Open	
D/GT		Open	
E/GT		Open	
F/GT		Open	
G/GT		Open	
H/GT		Open	
I/GT		Open	
J/GT		Open	

Production Utility - /UTE

AA/UTE		Open	
A/UTE		Open	
B/UTE		Open	
C/UTE		Open	
D/UTE		Open	
E/UTE	Norm Hardinge	112.240	1999
F/UTE		Open	
G/UTE		Open	
H/UTE		Open	
I/UTE		Open	
J/UTE		Open	
XF/VUTE		Open	
XXF/VUTE		Open	
XO/VUTE		Open	
XXO/VUTE		Open	
V4/VUTE		Open	

Production Pickup - /PP

AA/PP		Open	
A/PP		Open	
B/PP		Open	
C/PP	Leigh Goodall	126.351	2000
D/PP	Garth Butterworth	100.040	1994
E/PP	Mike Davidson	112.580	1994
XO/PP	Peter Byron	109.280	1994
XF/PP	Mike Bowden	100.590	1994

Mid/Mini Production Pickup - MMIPP

		Open	
C/MM/PP		Open	
D/MM/PP		Open	
E/MM/PP	Mike Davidson	122.299	2000
F/MM/PP		Open	
G/MM/PP		Open	
H/MM/PP		Open	
I/MM/PP		Open	

DIESEL TRUCK CATEGORY **Open**

Diesel Truck - /DT **Open**

U/DT		Open	
M/DT		Open	
HH2		Open	
HH3		Open	
AA/DT		Open	
C/DT		Open	
E/DT		Open	
F/DT		Open	

8.2. **MOTORCYCLES**

Streamliner

S-UG-3000	Rocky Robinson	289.715	2000
S-UG-5000	Lyndon Cooper	204.528	2000

Special-Construction

A-F-500	Phil Arnold	128.572	2000
APS-G-1000	Craig Hartman	153.181	2002
A-PG-1350	Michael Hite	140.208	2002
APS-BF-1350	Craig Hartman	148.026	2002

Modified

M-G-1000	Peter Muhn	138.37	2003
M-G-650	Chris Fraser	100.741	2003
M-G-750	Bob Prior	149.377	2002
M-GB-1000	Shaun Kirkby	148.711	1999
M-GB-1350	Brendon Collier	126.778	2000
M-GB-750	Greg Butler	102.913	2000
M-P-1000	John Pudney	150.2	1999
M-PG-1300	Michael Hite	133.769	2001
M-PG-2000	Robert Traum	129.449	2003
M-PS-1000	John Pudney	166.481	2001
MPS-F-1350	Stephen Reimann	175.75	2003
MPS-G-1000	John Pudney	170.261	2002
MPS-G-1350	Ron Whowell	192.25	2003
MPS-VF-650	Peter Vansitart	109.157	2001
M-VF-500	Lucky Keiser	102.494	2003
M-VG-1350	Mal Hewitt	140.296	2002

Production

P-P-1000	Scott Webster	181.241	2003
P-P-1300	Brendon Collier	130.942	1999
P-P-1350	Stuart Lappin	189.953	2002
P-P-650	Stuart Lappin	167.644	2002
P-P-750	Peter Wilmer	144.34	1994
P-P-850	Garth Butterworth	104.453	1999
P-PP-1350	Laszio Molnar	114.576	2003
P-VF-650	Dave Mead	120.489	1999

9. APPENDIX B. GALLERY:

AA/GS

A/BFALT

A/BFL

A/GALT

M/VG

P/VF

M/PS

S

AA/FALT

B/GMR

XF/BFMR

E/PROD

D/PROD

E/BFMR

AA/FMR

500A/F

C/GMR

C/PROD

D/PROD

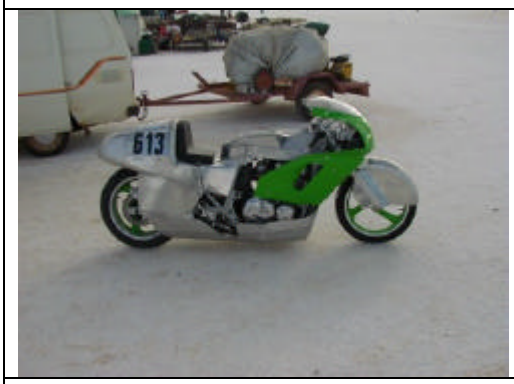
C/STR

D/GMR

D/GMR

F/STR

G/GL



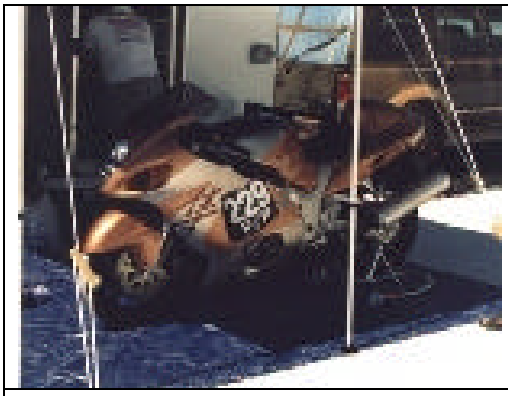
J/BGC

E/PROD

V4/GL

650 MPS/VF

XF/GMR



V4/GMR

V4/STR

D/BGCC

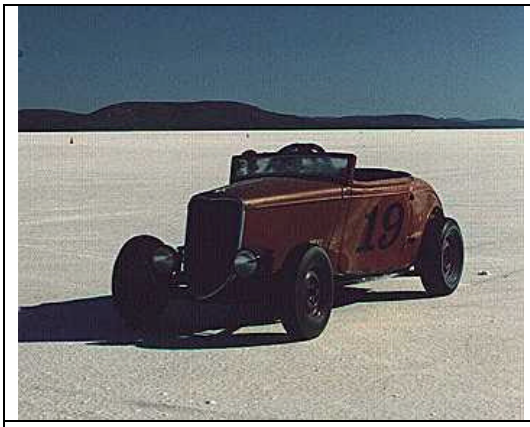
XF/UTE

C/GMR

B/FR

/GR

XF/GL



D/FMR

XF/PRO

C/GALT

GR

MMP

MMP

/STR

/UTE

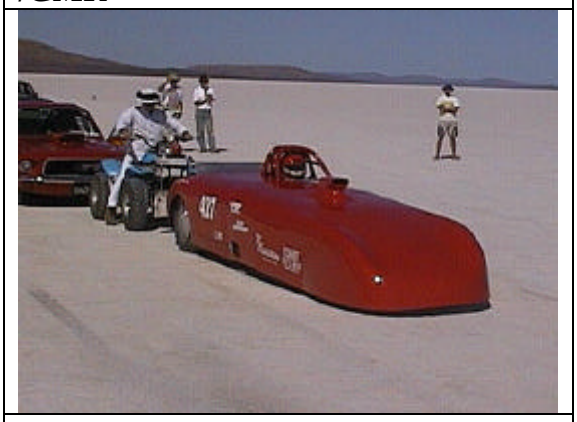
E/GMR

/PROD

/GMR

/ALT

/GMR



/MS

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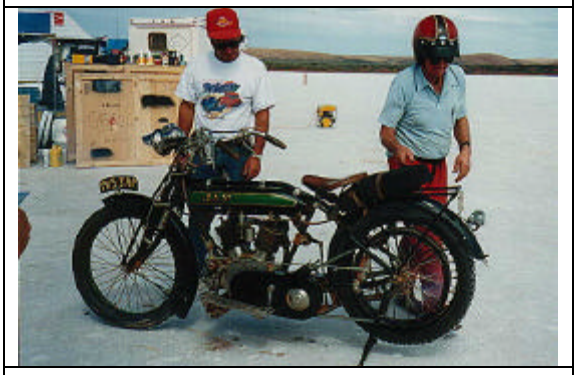
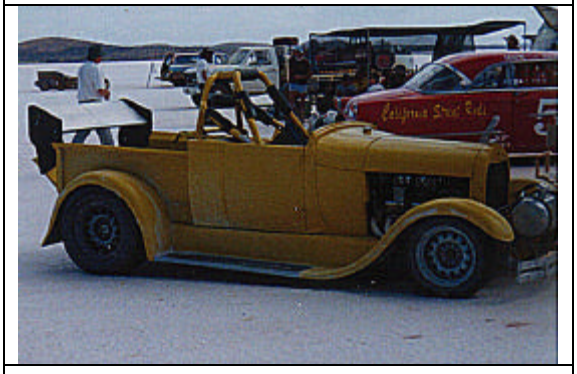
/ALT

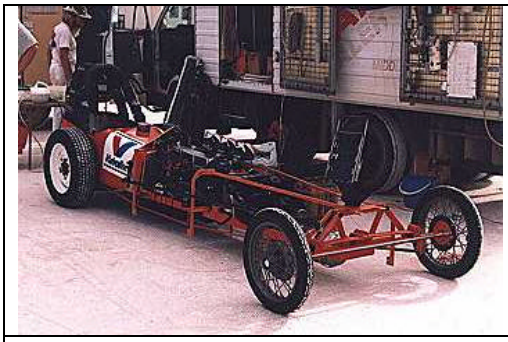
/PROD



S



/ALT



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/GMR

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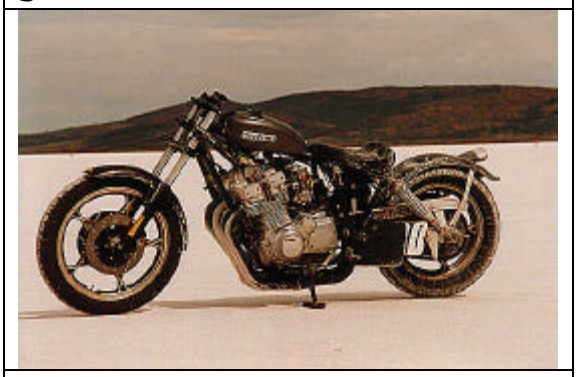

/UTE

/GC

/PRO

10. APPENDIX C. TIPS

TIPS, HOWTO AND OTHER GOOD STUFF:
Shade tents make great cover from the sun in the pits. Screw them down with roofing screws and a cordless drill.

Take plenty of drinking water. The DLRA supply water at the campsite, but it's quality is variable.
Drink plenty of water. Dehydration is a risk, and has happened in the past.
Be self sufficient. There is a canteen near the lake that is run by the station owners each year, but the DLRA cannot guarantee its operation. The canteen supplies drinks and pies/pasties/steak sandwiches and hamburgers

Run the engines rich at first. It is easier to lean the engine than replace pistons.
Beware of forward facing scoops. The extra volume of air at speed can lean an engine, and turn good pistons into aluminium coating of your exhaust system.

Take a cordless drill and heaps of roofing screws. They are the best method of fastening things to the salt.
Small pieces of 3 ply and roofing screws are great for holding tarps down under vehicles.
If you use pegs on the lake, you will need to pre drill undersize. Pegs cannot be driven into the salt.

Make sure that all tools are clean and oiled after the trip. Salt is fantastic for creating rust.
Take sunglasses, hat, lip and sunscreen. Put sunscreen on the underside of your chin etc. The reflection burns as much as the sun.
Make sure that the tow vehicle and trailer are not too low. The last 100 miles is over gravel roads.
Light Truck tyres on the trailer will minimise blowouts and punctures on the gravel.

There are no grandstands. Spectators walk through the pits and talk to the drivers and crews. Parking is anywhere outside the return road on the east side of the race track and on down to the timing area, 3 1/2 miles away from the pits and the starting line.
Take a chair to sit on and shade from the sun.
Bring a camera and lots of film because you will want to remember what you see. The brightly painted cars make great pictures against the stark white surface.
Binoculars are a help since the racing cars are at least 1/4 mile away when they are racing at speed.

11. APPENDIX D. FORMS

11.1. Scrutineer's Inspection & Classification Form

Scrutineer's Inspection & Classification Form

Entry Number:_____
Vehicle Classification_____
Date:_____
Entry Name_____
Driver_____ Owner:_____
Address:_____
City:_____ State:_____Postcode_____
Engine:_____ CID:_____ No. Cyl:_____
Body Type, Year:_____ License #:_____ Class:_____

RELEASE

I, the undersigned, in consideration of the timing facilities and privileges extended to me, hereby agree in behalf of myself, my successors and assigns, that I shall accept full and entire responsibilities for any and all consequences, injuries or otherwise that may arise from the operation or my vehicle operated by me in any race, timing event or other contest or event conducted by the Dry Lake Racers Australia, and/or its members; and I hereby, in behalf of myself, my successors and assigns, release, covenant not to sue, and waive any and all legal liability and/or cause of action that I may have or hearafter acquire against the Dry Lake Racers Australia or any of its members or anyone employed or acting as timers, judges or any other capacity in conducting such races and/or timing events at Lake Gairdner South Australia or any other place.

_____	_____	_____
Owner's Signature	Driver's Signature	Alter. Driver's Signature
_____	_____	_____
Owner's Name	Driver's Name	Alter. Driver's Name

UNDER 125 MPH INSPECTION

	OK	NA	Corr.		OK	NA	Corr.
State Drivers License	_____	_____	_____	Seat Belts (Lap/Sash)	_____	_____	_____
Drivers Clothing	_____	_____	_____	Brakes	_____	_____	_____
Long Sleeve Jacket	_____	_____	_____	Front End & Steering	_____	_____	_____
Long Pants	_____	_____	_____	Tire Condition	_____	_____	_____
Helmet - Snell 1995	_____	_____	_____	Fuel Lines	_____	_____	_____

MOTORCYCLE INSPECTION

	OK	NA	Corr.		OK	NA	Corr.
Steering Damper	_____	_____	_____	Axle Nuts	_____	_____	_____
Kill Switch	_____	_____	_____	Headlight Taped	_____	_____	_____
Foot Pegs	_____	_____	_____	Tires	_____	_____	_____
Rear Fender	_____	_____	_____	Riding Apparel	_____	_____	_____
Rear Brake	_____	_____	_____	One Piece Leathers	_____	_____	_____
Self Closing Throttle	_____	_____	_____	Leather Boots, 8" tall	_____	_____	_____
Fuel Shut Off	_____	_____	_____	Helmet - Snell 1995	_____	_____	_____
Number Panel	_____	_____	_____	Goggles or Face Shield	_____	_____	_____
Metal Tire Valve Cap	_____	_____	_____	_____	_____	_____	_____

General Inspection for loose parts, tight spokes, welds, etc._____

_____

Inspected by: _____ Date: _____

VEHICLE INSPECTION CHECKLIST

Over 200 MPH and New Cars require two inspectors
Over 250 MPH requires three inspectors

SAFETY REQUIREMENTS

		NA	OK-1	OK-2	OK-3
1	Helmet - Snell 1995 minimum	_____	_____	_____	_____
2	Firesuit and apparel to meet class	_____	_____	_____	_____
3	Roll Bar or Roll Cage for Class	_____	_____	_____	_____
4	Headrest and roll bar padding	_____	_____	_____	_____
5	Seat and Seat Belts (5pt)	_____	_____	_____	_____
6	Limb Restraints	_____	_____	_____	_____
7	Driver able to exit with ease	_____	_____	_____	_____
8	Door and Canopy latches marked and operable	_____	_____	_____	_____
9	Switches, valves and levers accessible and marked	_____	_____	_____	_____
10	Fresh air vent for enclosed cockpit	_____	_____	_____	_____
11	Firewall - Metal .060 and holes sealed	_____	_____	_____	_____
12	Secondary flooring securely attached	_____	_____	_____	_____
13	Batteries securely mounted	_____	_____	_____	_____
14	Steering Wheel clearance and operates freely	_____	_____	_____	_____
15	Steering rigid mount and collapsible	_____	_____	_____	_____
16	All safety wires, sellf locking nuts and keys	_____	_____	_____	_____
17	Safety washers on all Heim Joints	_____	_____	_____	_____
18	Parachute as required for class or speed	_____	_____	_____	_____
19	Parachute release - ease of operation	_____	_____	_____	_____
20	Metal clamps on all water system connections	_____	_____	_____	_____
21	Ballistic Blanket - Automatic Transmission	_____	_____	_____	_____
22	Flywheel Shield - 1/4 " steel	_____	_____	_____	_____
23	Fuel Tank / Nitrous bottle secured	_____	_____	_____	_____
24	Metal clamps on fuel lines	_____	_____	_____	_____
25	Fuel lines or Tank by flywheel / added shield	_____	_____	_____	_____
26	Fuel shutoff - check operation	_____	_____	_____	_____
27	Throttle operation with two return springs	_____	_____	_____	_____
28	Positive stop and NO PLASTIC LINED CABLES	_____	_____	_____	_____
29	Throttle toe strap	_____	_____	_____	_____
30	Exhaust Header directed and braced	_____	_____	_____	_____
31	Fire System minimum size and agent	_____	_____	_____	_____
32	Over 175 MPH additional capacity	_____	_____	_____	_____
33	Over 200 MPH additional capacity	_____	_____	_____	_____
34	Nozzle directed at driver	_____	_____	_____	_____
35	Two nozzles directed at header / oil pan area	_____	_____	_____	_____
36	Fire Bottle annual inspection sticker	_____	_____	_____	_____
37	Drive shaft sling 1/4" x 1" forward 25%	_____	_____	_____	_____

38	Traction Bar sling 1/4"	_____	_____	_____	_____
39	Windshield - Safety Glass or Lexan	_____	_____	_____	_____
40	Adequate forward vision	_____	_____	_____	_____
41	Window Tabs, front and rear, over 175 MPH	_____	_____	_____	_____
42	Hood hold down	_____	_____	_____	_____
43	Brake operation / within easy reach	_____	_____	_____	_____

GENERAL COMPETETION REQUIREMENTS

		NA	OK-1	OK-2	OK-3
44	Safety Hubs - NO "C" clip rears	_____	_____	_____	_____
45	Tires - as required for class or speeds	_____	_____	_____	_____
46	Alloy Wheels - 1/4" steel plate or washers	_____	_____	_____	_____
47	Magnesium wheel Zyglo stamp	_____	_____	_____	_____
48	Tires over 30" must have 1/2" studs	_____	_____	_____	_____
49	1" hex Lug Nuts where required	_____	_____	_____	_____
50	Wheel covers - 6 Screws or 3 DZUS Fasteners	_____	_____	_____	_____
51	Shock Absorbers for each sprung wheel	_____	_____	_____	_____
52	Bumper / Push Bar, NO TOWED STARTS	_____	_____	_____	_____
53	Ballast securely mounted and low	_____	_____	_____	_____
54	Neat appearance	_____	_____	_____	_____
55	NUMBER & CLASS DESIGNATION - Legible	_____	_____	_____	_____

BODY REQUIREMENTS

		NA	OK-1	OK-2	OK-3
56	Air Duct - rear 50% of vehicle	_____	_____	_____	_____
57	Belly Pan - Drain holes - Sub flooring	_____	_____	_____	_____
58	Step Pan - Sub flooring required	_____	_____	_____	_____
59	Floorboards - Securely mounted	_____	_____	_____	_____

_____	_____	_____
1st. INSPECTORS Signature	2nd. INSPECTORS Signature	3rd. INSPECTORS Signature
_____	_____	_____
1st. INSPECTORS Name	2nd. INSPECTORS Name	3rd. INSPECTORS Name

11.2. Rule change or addition form

Rule change or addition submission form

Name: …… Signature…….

Membership Number: …….. Date …….

Rule change

addition

Description of change or addition (Attach additional sheets if space insufficient)

……
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……
……
……
……
……
……
……

Describe what you think the outcome of this rule change will be

……
……
……
……
……
……
……

DLRA use only	Approved/Rejected/For consideration

11.3. Protest form

Protest form

Name: …… Signature…….

Membership Number: …….. Date …….

Reason for protest (Attach additional sheets if space insufficient)

……
……
……
……
……
……
……
……
……

Describe what you think the outcome of this protest should be

……
……
……
……
……
……
……

DLRA use only	Approved/Rejected
Protest fee refunded	Yes/No

12. APPENDIX E - DOCUMENT CONTROL

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9)APPENDIX B. GALLERY:	1	07/01/02
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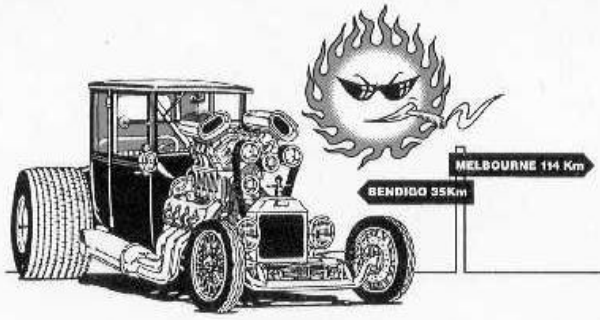
13. APPENDIX F - ADVERTISMENTS AND SPONSOR NOTICES

Need Parts? See Doc at
AUGUSTA AUTO WRECKERS
24 hour Towing Service- 7 Days a Week
Full Mechanical Repairs – Wrecking Most Makes and Models
Cnr of Addison Road and Highway One
PO Box 1877. Port Augusta 5700
(08) 8642 2851 Fax (08) 8642 2860
Augwreck@camtech.net.au



Castlemaine
ROD SHOP

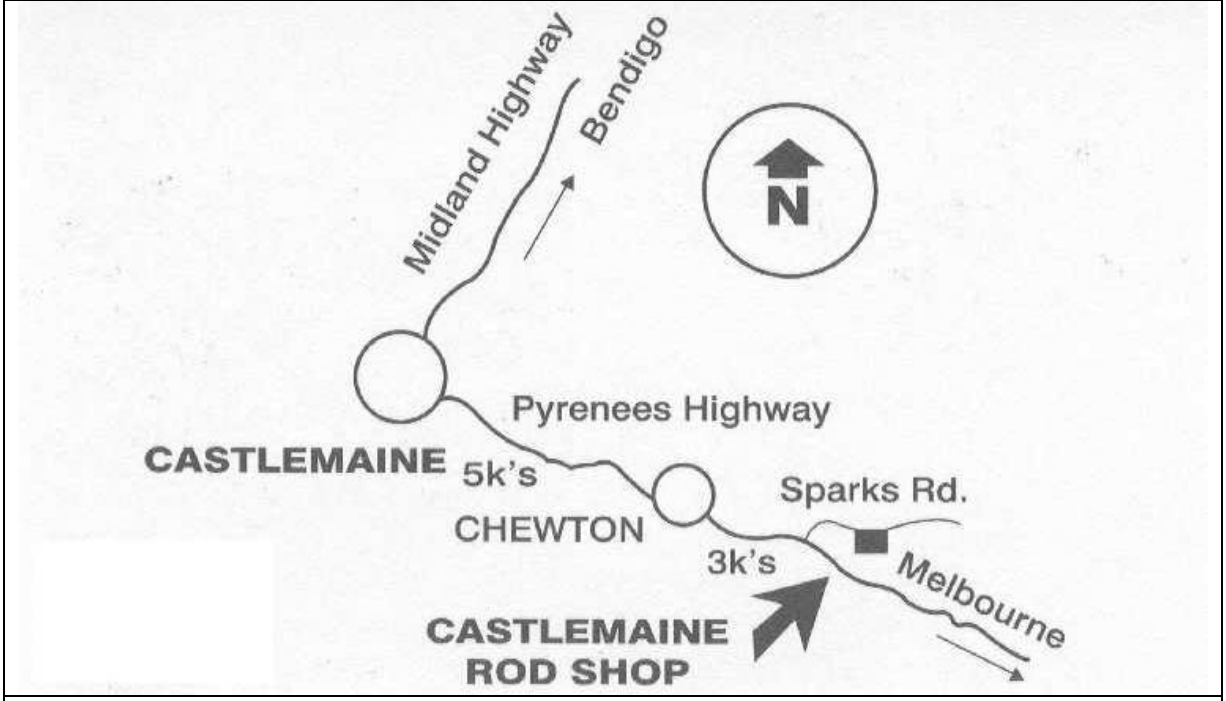
DUXTRON P/L. ACN 007 218 064
ABN 95 007 218 064

P.O. BOX 349
CASTLEMAINE, 3450
VICTORIA, AUSTRALIA

Located on Pyrenees Highway, Chewton

PHONE: (03) 5472 2853
FAX: (03) 5472 1241

EMAIL: rodshop@castlemaine.net.au
WEBSITE: www.rodshop.com.au



Beck Communications