

# DRY LAKES RACERS AUSTRALIA

Presents

**2015 DLRA Speed Week Rules  
(Based on 2014 SCTA Rulebook)**

## **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 govern 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* is 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 DLRA 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 shall be submitted, in writing, ***in accordance with the RULE CHANGE DEVIATION procedure, Section 1.R.***

*The rule change process is an ongoing one. Any active DLRA member may submit a request for a rule change or clarification at any time by obtaining the proper form on-line at [www.dlra.org.au](http://www.dlra.org.au) or the registration tent at an event or by using the form **B3** in the appendix to this rule book. The form shall be completely filled out and shall be submitted by Australia Post or emailed to [info@dlra.org.au](mailto:info@dlra.org.au). The forms will be routed through to the Rule Book Coordinator and then the appropriate technical chair and committees for comment. When all appropriate research is completed, issues will be put on the agenda for discussion at the next scheduled meeting (usually in May, **September and January** of each year). Submissions received after 1<sup>st</sup> May of any year will not be considered until the next year's agenda.*

## **IMPORTANT**

**Bold face words or sentences indicate updated rules.**

ALL PORTIONS THAT ARE CAPITALISED CONTAIN IMPORTANT INFORMATION.

*Italicised type indicates DLRA specific requirements.*

Amendments

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## SECTION 1 GENERAL COMPETITION REQUIREMENTS

The primary responsibility for the safe condition and operation of a vehicle in compliance with all applicable rules and regulations rests with the vehicle's owner and driver. The main concern of the DLRA is to provide a **safe** place to conduct events. The DLRA produces guidelines based on experience and circulates valid information to help perpetuate the sport. Close observance of the minimum standards set forth in this Rule Book is an important fundamental. **IT IS THE RESPONSIBILITY OF BOTH THE ENTRANT AND OPERATOR OF ANY RACE VEHICLE TO BE THOROUGHLY FAMILIAR WITH THE RULES HEREIN AND COMPLY WITH THEM.**

### NOTICE:

Land Speed Racing is a dangerous sport **that carries with it the possibility of serious injury, paralysis or death.** There is no such thing as a guaranteed safe high speed run. Land Speed Racing always carries with it a risk which will always exist no matter how much everyone connected with Land Speed Racing tries to make our sport safer. Although the DLRA works hard to promote and enhance the safety of our sport, there are no guarantees that such safety measures will ensure safety. A participant always has the responsibility for their own safety and the safety of their crew. By participating in Land Speed Racing, the participant accepts all risk of injury, **paralysis and or death** whether due to negligence, vehicle failure, or otherwise. If at any time a participant does not accept these risks, the participant agrees not to participate in Land Speed Racing.

### 1.A TECHNICAL INSPECTION:

All inspections will be made using the current year DLRA Rules and Records book. No competitor will be required to modify/revise/rebuild/augment any component or feature of the competition vehicle without a direct citation of the relevant rule and a clear description of the infraction/shortfall/misunderstanding of a specific entry in the rulebook. In the event of a continuing divergence of opinion between the inspector and the competitor the issue shall be referred to the Chief Inspector.

Each participating vehicle (regardless of class) shall completely and satisfactorily pass Technical Inspection before any qualifying runs will be allowed. Two technical inspectors will inspect vehicles competing in classes in which the existing record exceeds 200 MPH. Vehicles competing in classes in which the record exceeds 250 MPH shall be inspected by at least three inspectors.

Where applicable, vehicles may 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 SHALL BE IN RACE READY CONDITION, i.e. RACE TIRES, SEAT BELTS, PARACHUTES, FIRE BOTTLES, ETC. INSTALLED.** It may be required that the vehicle be presented for inspection on the ground. **LIMB RESTRAINT SYSTEMS EFFECTIVENESS SHALL BE DEMONSTRATED.** 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 will be based on existing class record or the next higher class where a record exists.

*Chief Stewards/Inspectors may require any competitor to do a trial 'bail out' from the vehicle where egress will be required in an acceptable amount of time. This procedure is at the discretion of the Chief Inspector.*

Any body or engine class change will require 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 SHALL BE RE-INSPECTED AND MAY BE BARRED FROM FURTHER COMPETITION AT THE DISCRETION OF THE CONTEST BOARD.** All vehicles to be re-inspected shall be presented to the inspection area. Decisions by the Contest Board are final.

**A DLRA VEHICLE LOG BOOK AND INSPECTION FORM SHALL BE PRESENTED FOR ALL TECHNICAL INSPECTIONS.** The competitor for each event shall complete the "Event Record". The "Record of Vehicle Ownership" at the front of the logbook shall be completely filled out. The line entitled "Type of Vehicle" shall 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. Vehicles may be required to display an identification sticker matching the logbook number, permanently attached to the frame/chassis. Replacement identification stickers will be issued with DLRA Board approval only upon receipt of a written request citing circumstances.

Identification may be required directing emergency personnel to safety devices, e.g. hood releases, electrical shutoff, etc.

Race vehicles, components or equipment are not considered approved or compliant by reason of having passed through technical inspection at any time, or any number of times. Moreover, a vehicle which has passed technical inspection at any time or any number of times is not a defense to a violation found on further inspections.

**During the safety inspection, the Technical Inspection Committee may assign a speed limit to the vehicle. A sticker will be applied to the vehicle and the speed limit will be noted in the vehicle log book. This sticker must remain in place until the vehicle is made to conform to the published rules of the class.**

**Under penalty of disqualification, expulsion or permanent ban, no modifications (additions, deletions, or changes) are permitted to either vehicle equipment or driver/rider gear after passing Technical Inspection unless coordinated with the Chief Technical Inspector. This includes any changes in vehicle condition due to breakdowns or failures, flat or damaged tires, spins, fires or any other reason. It is the entrant or driver/rider's responsibility to resubmit the vehicle to tech inspection for approval of any changes.**

### **1.B CLASSIFICATION:**

It is the responsibility of the owner and/or driver to enter a vehicle in its proper class **as shown on the entry form**. However, a vehicle is subject to class verification by the Contest Board at any time. THE DLRA CONTEST BOARD WILL NOT RECLASSIFY A VEHICLE ENTERED IN THE WRONG CLASS. ALL VEHICLES WILL RUN ONLY IN THE LOWEST PRIMARY CLASS/ CATEGORY FOR WHICH THEY ARE LEGAL. IF A VEHICLE IS NOT LEGAL FOR A SPECIFIC CLASS IT MAY NOT NECESSARILY BE LEGAL FOR ANOTHER CLASS. THE VEHICLE SHALL MEET ALL CLASS REQUIREMENTS TO BE LEGAL FOR COMPETITION. ONCE A VEHICLE HAS LEFT THE STARTING LINE, THE ENTRY NAME AND CLASSIFICATION INFORMATION WILL NOT BE CHANGED.

If an appropriate class exists, a vehicle shall run in that class. Any vehicle which is not legal for any class, but meets all technical regulations, may be allowed to run for time only. No trophies will be awarded for "time only" entries. Any questions regarding the proper classification of a vehicle shall be directed to the class chairperson as listed in Section 9.

Vehicle data codes shall be entered on the entry/inspection form. See Vehicle Entry Data Codes - Appendix A in the back of this book. All entrants running in Classic, Modified and Production classes must have pictures of the car as produced with their Log Book for certification purposes.

Proposals for the creation of new classes will be discussed at even year rule meetings for implementation in odd year rulebooks only i.e. 2013, 2015, 2017 etc.

#### **1.B.1 CLASS CHANGE:**

A class change is defined as an engine displacement change, a change from Gas to Fuel, Blown to Un-blown or a body change such as Gas Coupe to Altered. A class change will require a complete inspection of the vehicle, issuance of a new number by the Registrar, the completion of a Class Change Form, and the payment of additional entry fees.

### **1.C STARTER:**

An official starter and assistant starter will be appointed by either the Contest Board *or by nomination and election at the Annual General Meeting of the DLRA* and will 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 has the power to overrule the starter.

### **1.D 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 may 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.

### **1.E COURSE:**

The straightaway speed course, conditions permitting, will be an overall distance of at least **five** 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 **or as specified by the Contest Board.**

*The “long” course will consist of an overall length of at least five miles from the starting line to six timing traps placed as follows: the first trap timing the speed at the second mile marker, the second trap timing the speed at the first quarter-mile of the second mile, the third trap timing the entire third mile, the fourth trap timing the entire fourth mile and the fifth trap timing the entire fifth mile.* Determination of the number of courses, *lengths, traps* 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. All vehicles shall have a system for the timely removal from the race course. Pushing or towing is an acceptable method of removal.

All new vehicles shall not exceed 175 MPH or a speed as determined by the Technical Committee on the first run. All new vehicles shall deploy the parachute, if equipped, on the first run or as specified by the Contest Board. A new vehicle sticker will be endorsed by the starter following the successful completion of the requirement.

### **1.F QUALIFYING:**

To qualify for a record attempt, a vehicle shall exceed the existing record by at least .001 MPH. Only one person is 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 1.L. All vehicles, except Streamliners, shall exceed 175 MPH *on the “short” course* before competing on the “long” course. Vehicles, which have exceeded 175 MPH on the short course, may be timed through the full five miles of the “long” course at the driver’s option. A vehicle must qualify for the long course in the SAME class in which it is entered. Any vehicle may compete on the “short” course.

A vehicle will be considered as qualified at the completion of the first leg of the two-run record attempt. The same driver/rider shall operate the vehicle for both halves of the record attempt for a record to be valid. Except for Streamliners, record attempts against records of less than 175 MPH SHALL be made on the short course regardless of previous vehicle performance.

**NOTE:** Classes with no listed record are considered as open. Record run procedures will be the same as classes where a record exists.

### **1.G RECORD RUNS:**

#### **1.G.1 One Way Record Runs**

*The DLRA currently only recognises one way record runs. This is the highest recorded speed attained by a vehicle in its class. Vehicles under 175 MPH may be timed over the short course, other vehicles will be timed over a flying mile on part of the long course. Records can only be set on the long course or as specified by the Contest Board. 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.*

#### **1.G.2 Two Way Record Runs- SCTA only**

Records are established by a two-run average over the same relative or physical mile, depending upon course conditions. Only the fastest average speed will be used for record calculation. The same engine block shall be used for the two-run average of each record attempt. Qualifying runs that exceed the existing class record are considered to be the first leg of the record attempt. A qualified vehicle shall 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 of check-in to perform necessary maintenance on the vehicle. Entrants should be cognizant of pit closing time and be careful not to run late in the day if a full 4 hours are needed for maintenance. All impounded vehicles shall make the second leg of the record attempt at a time to be determined at the event.

Vehicles completing a record attempt shall proceed directly to the designated impound area for certification within 1 hour of the time stamp on the timing slip. If for any reason a vehicle is removed from the impound area, the record attempt is forfeited and the vehicle shall 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.

If a DLRA sanctioned event has a designated gasoline/ diesel fuel sponsor, that sponsor's product SHALL be used for all class record attempts. All tanks will be sealed by an DLRA official or designee for all qualifying and record runs. Vehicles competing in fuel classes are exempt from this requirement. A technical station may be used to assure compliance of the gasoline/diesel fuel.

#### **1.H RECORD BODY AND CLASS CERTIFICATION:**

All record-breaking vehicles shall 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 shall not be removed from the chassis prior to displacement inspection. Engine displacement measurement may be made with a DLRA approved displacement device if the engine displacement is not within 3% of the upper or lower cubic inch break for the class. All other engines 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 shall be provided by the entrant. Following initial measurement and certification of the engine, a wire seal can be attached to the engine so that the engine need not be disassembled in the event additional records are set. Engine seals shall be good for one year, 365 days.

Record-setting engines which cannot be certified by direct measurement of the bore and stroke or with the DLRA air pump may require special tools. The entrant shall provide any special tooling required to measure an engine. The Technical Committee will certify special tools for accuracy. Any engine that cannot be measured using the DLRA air pump or special tools will require disassembly for direct measurement of cubic inch displacement.

After a new record has been established and there is a question as to the legality of the vehicle the Technical Committee has the authority to place the record on hold or reverse the record.

#### **1.I PROTESTS:**

All protests shall be made in writing using an official DLRA Protest Form. The completed protest form shall be given to the Rules Committee Coordinator or secretary or Race Director prior to record certification and before the end of Speed Week. All protests require a fee of \$100.00. Engine protests that require a tear down shall require a \$300.00 fee. This fee is refundable if the protest is upheld, and if the protest is denied the fee is forfeited to the DLRA Treasurer. Should an engine protest not be upheld the fee shall be awarded to the protested to cover the expense of teardown. 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 above official, the Technical Committee will 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.

#### **1.J TROPHIES:**

*Trophies may be presented at the discretion of the DLRA.*

#### **1.K TIMING PLAQUE:**

*A DLRA timing certificate showing the fastest qualifying speed and a result sheet **may** be sent to all entries. Record setting entries **may** receive a timing certificate showing the record speed. All questions or requests for duplicate timing certificates should be directed to: DLRA Timer. – see Section 9*

*Dash plaques may or may not be available, following submission of the timesheet or certificate and correct funds.*

#### **1.L PARTICIPANT CONDUCT:**

Any participant who shows any signs of intoxication will be barred immediately from an event. A DRIVER/RIDER SHALL BE IN OR UPON THE RACE VEHICLE ANY TIME THE ENGINE IS RUNNING. Any reckless conduct by a race participant, e.g doing warm-up passes without a helmet 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 authorization is prohibited. A push truck is not allowed to use the course unless it is also the race vehicle. Riding in the back of an open pickup truck is prohibited. This rule will be strictly enforced. A FIRE EXTINGUISHER, A SPILL KIT, FLASHING ROOF LIGHT AND AN OPERATIONAL CB RADIO, (handheld CB radios do not qualify due to limited range and power), SHALL BE IN USE IN ALL PUSH/RECOVERY/SUPPORT 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 minor infractions a yellow sticker will be attached to the vehicle and it will be stood down from competition for a minimum of one day.**

*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. No glycol based coolant products are to be used by competition vehicles whilst on the lake surface because of its flammability and the damage possible to the salt. Redline brand 'water wetter' is permissible.*

**ALL VEHICLES INCLUDING PUSH CARS ARE TO HAVE FULL LENGTH DROP SHEETS PLACED UNDER THE VEHICLE WHIST STATIONARY ON THE LAKE SURFACE.**

#### **1.M DRIVER LICENSING:**

All drivers/riders shall have a current DLRA competition license. These may be obtained by application to the DLRA office after meeting the requirements listed below. ALL DRIVERS SHALL COMPLETE & SUBMIT A MEDICAL INFORMATION FORM. A driver under the age of 18 shall have a signed Medical & Minor Release Form from a parent or guardian before he/she will be allowed to compete.

All new cars/drivers/riders or drivers/riders new to the car/course may be required to make runs at less than full throttle or less than full course length. Successful completion of the license requirements shall include, but not be limited to, starting line procedure, course navigation and shutdown procedure as determined by the Contest Board. ALL NEW DRIVERS/RIDERS SHALL ATTEND A ROOKIE ORIENTATION MEETING PRIOR TO THEIR FIRST COMPETITION RUN. *All rookie drivers will be limited to 125 MPH on their first run.*

The official conducting the meeting will issue a signed rookie sticker. Time and place for the orientation meeting will be announced at the start of the meet.

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 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                       |

Drivers/riders upgrading their license(s) are restricted to using the short course for license grades below 175 MPH, (Category C and below). The driver shall need to be within 5% (under or over) of 175 MPH on the short course before moving to the long course for further license upgrades.

Licenses will be periodically reviewed and reduced one license category for each three years of inactive competition. *Licenses may be obtained at the scrutineering tent during the DLRA Speed Week.*

**1.N COURSE DAMAGE:**

Any race vehicle or sub-component thereof such as header exit, total loss water system, non-pneumatic wheel/tire combination, etc. that has the potential or has demonstrated a tendency to damage the race course 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.

**1.O RETENTION OF VEHICLE AND/OR PARTS:**

The participant hereby grants DLRA and its assigns 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.

**1.P TECHNICAL COMMITTEES:**

Correspondence relating to rules or specific technical or safety questions shall be directed to the Car/Motorcycle Steward/Inspector or Technical Committee Steward, see Section 9.

**1.Q SAFETY EQUIPMENT:**

Additional safety equipment or safety enhancing equipment is always permitted. The levels of safety equipment stated in the Rule Book are the minimum prescribed levels for a particular competition class and do not prohibit the use of additional safety equipment. Participants are encouraged to investigate the utilization of additional safety devices for their application to the competition class entered. In the case of a dispute as to whether an item is safety-enhancing or performance-enhancing, the final decision will rest, solely and absolutely, with the DLRA.

**1.R RULE DEVIATION PROCEDURE:**

**Any request for deviation from any rule contained in this Rule Book shall be submitted in writing to the DLRA Secretary or the Rule Book Coordinator, Section 9 at least 45 days prior to an event. The Technical Committee has up to 45 days to review any applications for a deviation from the Rule Book; therefore requests should be submitted in a timely manner before the vehicle is to run for full investigation and approval/disapproval. If the committee does not allow participation, the Rule Book Coordinator will inform the participant in writing and direct the Chief Inspector, Section 9, to make an appropriate notation in the vehicle Log Book. An entrant may appeal the decision of the Technical Committee to the DLRA Contest Board. A copy of the procedure is available from the DLRA office or in the Appendix Form B3 at the end of this DLRA Rule Book.**

## SECTION 2 CAR COMPETITION SPECIFICATIONS

### 2.A ENGINES:

Any internal combustion engine using either a two stroke or four stroke Otto cycle or Diesel cycle may run in any category, except for Vintage engine classes hereinafter described. In XF, XO, XXF, XXO, V4 and V4F classes, non-production engines or after-market 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  $\Omega$  Omega class. Only Streamliners and Unlimited Diesel Trucks may use more than one engine at the same time. For any engine to be considered for cubic inch (cc) requirements, the engine shall have contributed to the propulsion of the vehicle. Reaction propulsion engines are prohibited.

The displacement of reciprocating engines will 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 x2** where SV is the Swept Volume. The cubic inch to liter conversion shall be computed by the formula: cid/61.024 = liter.

#### ENGINE CLASS BREAK

Omega Engines using a thermodynamic cycle other than Otto

|           | <b>Cubic Inch</b>    | <b>Liter Equiv.</b>   |
|-----------|----------------------|-----------------------|
| <b>AA</b> | 501.00 cid and over  | 8.210 liters and over |
| <b>A</b>  | 440.00 to 500.99 cid | 7.210 to 8.209 L      |
| <b>B</b>  | 373.00 to 439.99 cid | 6.112 to 7.209 L      |
| <b>C</b>  | 306.00 to 372.99 cid | 5.015 to 6.111 L      |
| <b>D</b>  | 261.00 to 305.99 cid | 4.277 to 5.014 L      |
| <b>E</b>  | 184.00 to 260.99 cid | 3.015 to 4.276 L      |
| <b>F</b>  | 123.00 to 183.99 cid | 2.016 to 3.014 L      |
| <b>G</b>  | 93.00 to 122.99 cid  | 1.524 to 2.015 L      |
| <b>H</b>  | 62.00 to 92.99 cid   | 1.016 to 1.523 L      |
| <b>I</b>  | 46.00 to 61.99 cid   | 0.754 to 1.015 L      |
| <b>J</b>  | 31.00 to 45.99 cid   | 0.508 to 0.753 L      |
| <b>K</b>  | up to 30.99 cid      | 0.507 L and under     |

**In classes where not all engine breaks are available, the smallest displacement class allowed is open to all engine displacements that fall within it and below it.**

#### 2.A.1 VINTAGE ENGINES

Vintage engine classes listed below refer to "blocks or crankcases" and are intended to be representative examples of those listed and recognizable as such. Vintage engine class competitors are required to use production blocks as specified. Blocks shall be limited to original factory production or factory authorized replacements and shall retain all original dimensions, excepting modifications involving intake/exhaust ports, cooling ports and in V4 engine classes only specialty head adaptation pursuant to the following criterion: Cylinder bore centers shall be maintained to within .150" of original design; crankshaft centerline to original deck height measurement shall be within .150" of original design; original deck material and thickness shall be maintained to within .150" of original design. The addition of a port divider to an OEM block or OEM cylinder head is not considered as adding a port. For V4 and V4F engines a Guide to Permitted/Prohibited engine block modifications is available from the Category Representative (Section 9) or on the SCTA-BNI website ([www.scta-bni.org](http://www.scta-bni.org)).

**XF** class consists of any production FORD/MERCURY, passenger car V-8 flathead engine, 1932 through 1953, up to 325 cid.

**XO** class consists of inline overhead valve (OHV), inline flathead and flathead V8 (except Ford & Mercury) and V-12 passenger car and pickup truck (or the same engine design family, Section 4.N) 1959 year design or earlier, up to 325 original cid. In the spirit of the class, XO engines shall be typical of those run at the Southern California Dry Lakes in the late 1940s and early 1950s. Examples include Chevrolet, GMC, Hudson, Packard, Buick, Lincoln and Cadillac and the Holden Grey engine.

**XXF** class is an XF engine, as described above, with a specialty cylinder head as described below.

**XXO** class is an XO engine, as described above, with a specialty cylinder head as described below.

A specialty cylinder head is fabricated billet stock, cast or a modified OEM head that has added ports. At least one valve per cylinder shall be in the head. All X class engines, as described above, which are over 325 cid, but less than 375 cid, shall be classified as either XXF or XXO. In addition, all other **1959 model year design or earlier** non-Ford & Mercury flathead V8s, flathead and OHV inline engines, up to 375 original CID shall be classified as XXO. Specialty cylinder heads are NOT allowed in this instance. Overhead cam specialty cylinder heads are not allowed in the XF, XO, XXF, & XXO engine classes. XX/PRO class is limited to cylinder head port configuration as originally designed. This applies to the XXF and XXO engine classes.

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

**V4F** (Flathead Vintage Four) consists of any pre-1935 originally designed and American-made flathead four-cylinder automotive production engine, up to 220 cid. The engine shall have been produced as a valve in block engine; the camshaft must remain in the same location as produced (in the block). Only flathead-type cylinder heads (valve in block) are allowed. No specialty OHV or OHC conversion cylinder heads are allowed.

For reasons of economy and historical authenticity, vintage engine modifications **and equipment used shall be** restricted to older technology levels, so far as is practical. Accordingly, in classes XO, XF, XXF, XXO, and V4 & V4F, using Vintage bodies:

1. Turbochargers are not permitted
2. Computers (**2.Q**) are allowed for data collection purposes only
3. Electronic fuel injection prohibited
4. Any ignition system may be used

NOTE: See exception under Rules FOR Vintage Oval Track Category

## 2.B FUELS:

### FUEL CLASSES:

In fuel classes, any approved liquid fuel may be used. Examples of approved fuels are: all alcohols and ethers, hydrogen, nitro methane blends, nitrous oxide, *E85* and unapproved gasoline.

### GASOLINE CLASSES:

The DLRA defines gasoline to contain no nitrogen bearing compounds, no propylene oxide, no ethylene oxide, and no more than 10% methanol. The contest board may choose any test or combination of tests to assure that liquid fuels used in GASOLINE classes comply with these specifications. The tests may include, but will not be limited to testing for the dielectric constant (D.C.) value, color comparisons, specific gravity, gas chromatography, mass spectrometry, and/or other testing methods. The addition of compounds containing oxygen, such as ethanol, methanol and other oxygenates may produce a mixture with a D.C. greater than 15.0 as measured with a Kavlico Model FT-K01 "DC Meter" zeroed on reagent grade, pure CYCLOHEXANE. 15.0 is the current DLRA acceptable dielectric ceiling. Most gasoline will check under this ceiling. At a non-"EVENT" gasoline meet, any gasoline that measures 15.0 or less on the D.C. scale and meets all other DLRA requirements will be allowed.

All liquid gasoline blends can be tested and certified to have a specific D.C., color, specific gravity, and other chemical properties. All gasoline that is tested and meets the DLRA definition of gasoline may be allowed on a case by case basis by the Contest Board. It is recommended that unknown gas be submitted to the DLRA and checked before use in competition.

*E85 is not allowed in gas classes.*

### EVENT GASOLINE:

If the Contest Board establishes an "EVENT" gasoline or multiple gasoline's or diesel fuel, those fuels shall be used for record attempts where required by class rules. A gasoline may be approved that does not meet the simple 15.0 or below D.C. constant measurement, if the DLRA. Board receives proof from a reliable, certified source that the gasoline in question meets the DLRA definition of gasoline.

Water injection is allowed. The water tank shall be inspected and sealed prior to each record run.

When a specific class is not available, engines using LPG, natural gas or diesel fuel will compete in gasoline classes. Diesel fuels may also be tested.



**EVENT DIESEL FUEL:**

If the Contest Board establishes an EVENT diesel fuel, that fuel shall be used. USDA designated Food Grade Vegetable oil from a sealed container may be substituted for, or used in combination with EVENT diesel fuel.

If no EVENT diesel fuel is established, then the competitors may supply their own fuel and it shall be tested in the same manner as gasoline for additives.

Due to special considerations required using gaseous fuels, contact the Fuel Specialist for further information, see Section 9.

**2.C 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 shall be of sufficient strength to resist flex or twist. The burden of proof of the strength of the frame design lies with the entrant.

**2.D SHOCKS:**

A functional shock absorber is required for each sprung (moveable, non-fixed/rigid) wheel.

**2.E DRIVE HUBS:**

Any car equipped with a non-retained axle bearing (non-Hotchkiss type rear axle, front wheel drive hub and four wheel drive hub) assembly shall 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.

**2.F TIRES:**

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 100 MPH: OEM tire, Q rated
- Up to 115 MPH: OEM tire, S rated
- Up to 120 MPH: OEM tire, T rated
- Up to 130 MPH: OEM tire, U rated
- Up to 150 MPH: OEM tire, H rated
- Up to 200 MPH: VR and ZR rated tires

In excess of 200 MPH: Special tires for **LAND SPEED RACING** as designated by the manufacturer.

Open Record Classes: Tire requirements shall be determined by the speed in the next larger displacement class in which a record exists.

The use of any non-rated tire(s) such as implement, farm, aircraft or reproduction of a vintage automobile or motorcycle tire/rim, **17" drag race tires** or any non-pneumatic wheel/tire combination (no rubber) shall be submitted for approval to the contest board in writing 45 days prior to an event. Any request for deviation from any rule contained in this Rule Book shall be submitted in writing **in accordance with the RULE DEVIATION procedure, Section 1.R.**

Any wheel/tire combination that has a square edge at the tread/sidewall, is strictly forbidden, see Section 1.N

Tubes are required except for racing tires expressly designed for use without tubes. It is mandatory that all entrants follow the tire manufacturer's air pressure recommendations. Caution should be exercised on excessive pressure.

Exceptions to any part of the foregoing may be granted by submission 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 valve caps shall be fitted to all tire valve stems. Tubeless tires shall use a metal valve stem.

**2.G WHEELS:**

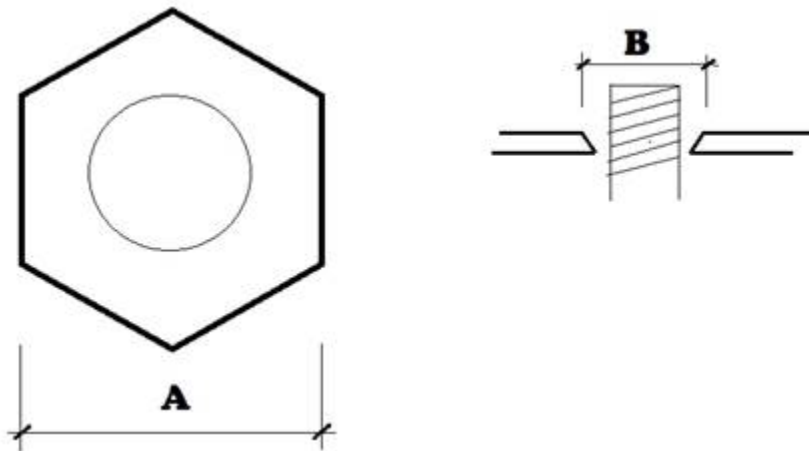
ALL CLASSES UNDER 200 MPH: The smallest part of the hex of a lug nut shall be larger than the widest part of the female tapered seat of the mounting hole, i.e. A must be larger than B in the figure below. Lug

nuts shall torque totally against a wheel's tapered surface. A minimum of 5/8 in. of the stud threads shall be engaged within the lug nut. ALL CLASSES OVER 200 MPH and ALL VEHICLES with tires having a diameter of 29 inches or greater, or with wheels over 17 inches in diameter require:

- One inch *hex*, (1 inch *hex*) lug nuts. . A minimum of 5/8 in. of the stud threads shall be engaged within the lug nut.

-Wheels used shall be manufactured for racing or reinforced to include: - 5(minimum) 1/2 inch (12.5mm) studs, (not bolts) center reinforced by welding the entire area of attachment between the rim and the center section on either the inside or outside of the wheel. ***It is highly recommended that this is done by qualified wheel repairers/manufacturers***

GENERAL: No closed end (Acorn type) lug nuts are allowed. Wire wheels designed for automotive racing applications such as Ridge or Dayton are allowed. Automotive OEM wire wheels are allowed only in classes less than 200 MPH, provided the center section is adequately reinforced. Motorcycle wheels not designed for automotive use are prohibited NON-FERROUS WHEELS: All **non-tapered** lug nuts that come in direct contact with the wheel shall have a ¼ in. thick steel retaining plate or large OD 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, shall have an initial Zyglo certificate and stamp available. Zyglo inspections made with tires mounted are accepted. Wheels are to be re-inspected if any adverse condition arises. It is recommended that tire pressure used on two-piece wheels does NOT exceed 60 PSI or manufacturer's specifications.



GENERAL: 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 less than 200 MPH, provided the center section is adequately reinforced. Motorcycle wheels not designed for automotive use are prohibited.

WHEEL COVERS: 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 shall be securely mounted to the wheel or axle. All hubcaps shall be removed.

## 2.H TREAD:

Tread is defined as the measurement from the centerline of one tire to the centerline of the opposite tire of paired wheels.

## 2.I PUSH BARS:

All cars incapable of starting under their own power shall be equipped with bumpers or push bars. Push bars shall not offer any aerodynamic advantage. No horizontal paneling is allowed between the rear of

the body and the bumper/push bar. No towed starts are permitted from the starting line without special approval. All cars shall be equipped with a push bar or a readily available tow attachment.

#### **2.J BALLAST:**

Ballast may be used in all categories. Ballast shall be securely mounted, bolted to the frame or the frame structure. The use of hose clamps, wire, strapping, tape, and tie wraps, etc. for securing weight or ballast is prohibited. Ballast shall not be used to streamline the vehicle, see Section 4.CC. It is recommended that ballast be mounted as low as practical.

#### **2.K APPEARANCE:**

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

#### **2.L 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. Numbers shall be a minimum of 3in. high. The current class designation shall appear on the race vehicle adjacent to the number. The sale of a race vehicle does not transfer the number to the new owner. Changes shall be reported to the Competition/Entry Numbers Coordinator, see Section 9.*

#### **2.M CANOPIES:**

Canopies enclosing the driver are permitted in Streamliner and Lakester classes only. The canopy shall be securely closed in competition by the employment of a mechanical fastening. The steering mechanism can move, but the canopy shall not be attached to the steering mechanism. Canopies shall be capable of being opened from both the inside and outside without the use of tools. Latches shall be clearly marked on the outside of the vehicle.

#### **2.N 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 that are otherwise acceptable in the category.

#### **2.O TARPULINS 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 pickup beds shall be aligned with and no higher than the sides of the bed.

#### **2.P 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.

#### **2.Q COMPUTER:**

Vehicles may be equipped with a computer which affects engine operations ONLY, e.g., timed fuel injection, etc., except in Vintage Engine classes, see Section 2.A.1.

#### **2.R DATA RECORDERS:**

Entrants in all classes may use a data recorder.

## SECTION 3 TECHNICAL SPECIFICATIONS & REQUIREMENTS

### 3.A DRIVER'S CLOTHING:

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

#### 3.A.1 Minimum Driver's Suit Requirements:

##### Type of Vehicle

Blown front engine cars over 175 MPH

Suit SFI 3.2A/20

Boots SFI 3.3/15

Gloves SFI 3.3/15

Head sock SFI 3.3

All other cars over 175 MPH

Suit SFI 3.2A/15

Boots SFI 3.3/5

Gloves SFI 3.3/5

Head sock SFI 3.3

All vehicles under 175 MPH

Suit SFI 3.2A/10 or /5 with full Nomex underwear

Boots SFI 3.3/5

Gloves SFI 3.3/5

Head sock SFI 3.3

**ALL DRIVERS SHALL WEAR A SFI 3.3 HEAD SOCK OR a SFI 3.3 HELMET SKIRT.**

#### 3.A.2 Driver's Helmet:

All drivers/riders shall wear a full-face helmet with face shield bearing a Snell Foundation tag reading Snell SA2005 (FIA 8860-2004). Competitors are encouraged to upgrade to the now available Snell SA2010 (FIA 8860-2010), Snell SAH2010 or FIA 8860-2010 standard helmets if making a new purchase. Helmets with a Snell rating label of 2005 will expire on January 1, 2017, helmets with a Snell rating label of 2010 will expire on January 1, 2022. No open face helmets will be allowed. Helmets will be visually inspected at least once each year. Helmets shall be undamaged and in serviceable condition. Eyeglasses worn under the helmet shall be shatterproof. All cars and motorcycle streamliners require SA rated helmets.

#### 3.A.3 Driver's Helmet Support:

A forward, side and rear helmet support system shall be used in all vehicles.

Forward movement: All cars and motorcycle streamliners shall have an engineered and tested SFI spec 38.1 type head and neck restraint system.

Lateral movement: The seat or roll cage structure shall provide restriction to lateral head movement of less than 2 in. per side inclusive of structure deflection, and at a minimum extend to the forward most portion of the helmet see Section 3.B.1.

Rear movement: see Section 3.C.

### 3.B ROLL CAGES:

ALL CARS IN COMPETITION SHALL BE EQUIPPED WITH A FULL ROLL CAGE.

ALL DEVIATIONS TO ROLL STRUCTURE RULES SHALL 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 roll cage structures. Threaded pipe, pipefitting, lap weld pipe, magnesium or aluminum is not permitted. All bolts shall be 3/8 in. minimum diameter and a grade 5 minimum.

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

On unitized construction and monocoque cars, the roll cage structure and braces shall have ¼-in. thick support pads on the top and bottom of the floor (or sill, in a sandwich construction) and shall be of sufficient area to support an impact load equal to the weight of the car. For cars weighing less than 2500 pounds these pads shall have a perimeter of at least 18 in. (i.e., 4 in. x 5 in.) and cars over 2500 pounds shall have at least 22 in. perimeter (i.e., 5 in. x 6 in.).

### 3.B.1 Roll Cage:

Minimum requirements for the roll cage structure and the roll cage structure braces are 1-5/8 in. O.D. round steel tubing with a minimum .120 in. nominal wall thickness or E4130 chromoly tubing with a minimum .095 in. nominal wall thickness, securely mounted, gusseted and braced within 5 in. of the top of the roll cage structure. All roll cage structures shall be designed to protect the driver from any angle, including the bottom and the rear. All roll cages for G, H, I, J & K classes may be made of round steel tubing not less than 1-1/2 in. O.D. x .095 in. nominal wall thickness. Vehicles in classes where the existing record exceeds 175 MPH shall 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, see Figure 1a.

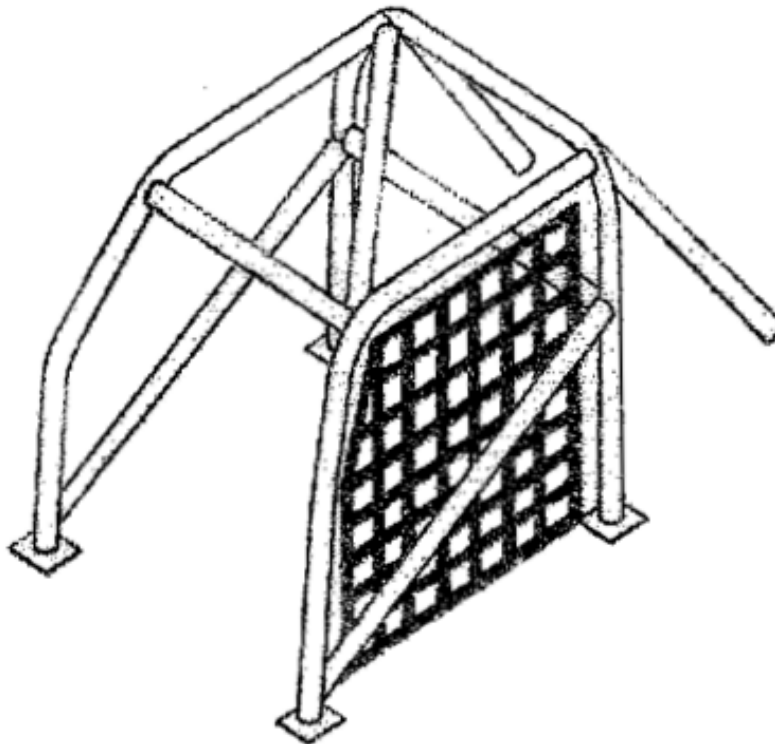
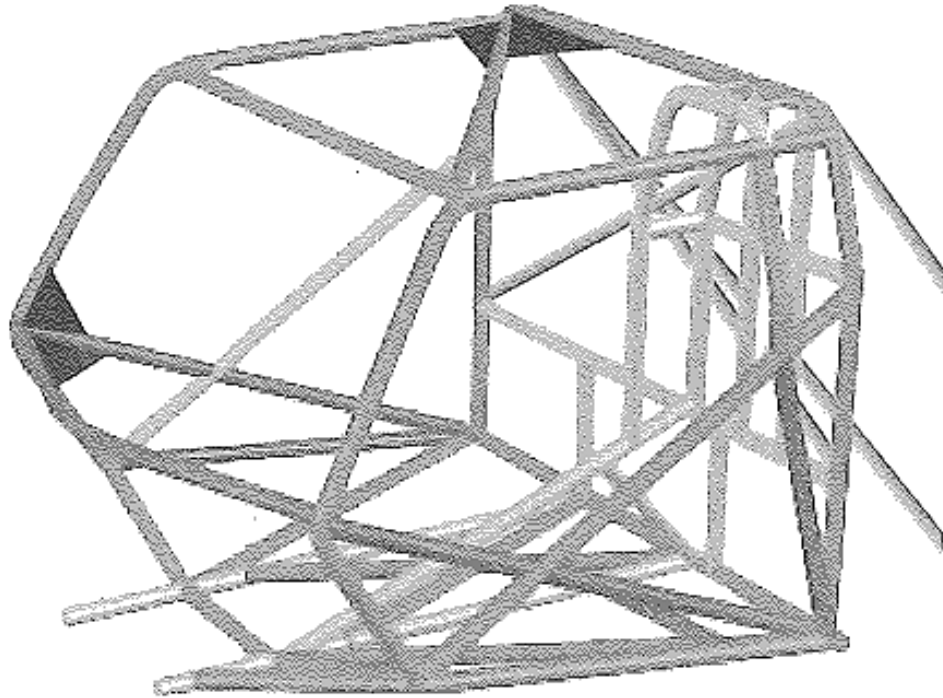


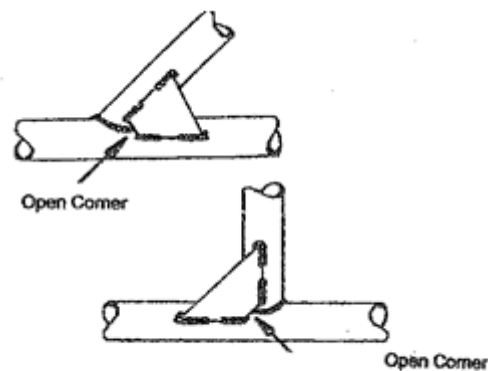
Figure 1a



**Figure 1b**

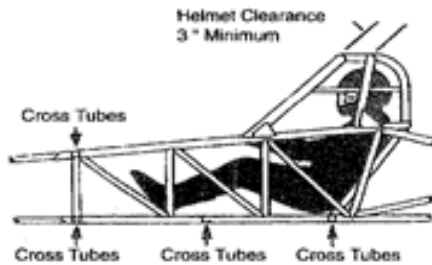
**This is an example of a stock bodied car roll structure with additional floor cross braces**

Gussets are required at tube junctions of hoops and shoulder rail. Gussets shall either be made of plate, tubing or fabricated from sheet. Plate gussets shall be made from mild steel, .125 in. minimum thickness and 4 in. per side, preferably stitch welded on the outside of the tube junction. Tube gussets shall be a minimum of 1 in. O.D., round steel tubing with a minimum .120 in. nominal wall thickness although it is recommended that tube gussets be of the same O.D. and wall thickness as the main roll cage material. Tube gussets shall be constructed such that the outside edge of the tube gusset be at least 4 in. from the tube junction point, see Figure 3. Gussets are required at all shoulder bar attachment points. Grinding of welds is NOT permitted, see Figures 2 . Gussets may not be used as aerodynamic aids and shall not exceed 6 in. in length without prior technical review and board approval.



**Figure 2**

The front hoop of the roll cage shall be at least 3 in. in front of the driver's helmet while the driver is in his normal driving position. A lateral movement structure, see Section 3.A.3 shall be constructed such that the helmet cannot exit the outer plane of the roll cage, see Figure 3.



**Figure 3**  
This is an example of the side view of the roll structure in a special construction vehicle.

Deviation requests shall include strength calculations, drawings and/or pictures showing all physical dimensions of the roll cage bar structure and adjacent frame. All roll cage structures shall be designed to encapsulate and protect the entire driver's area from impact. THE ROLL 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. See figures 4A, 4B and 4C.

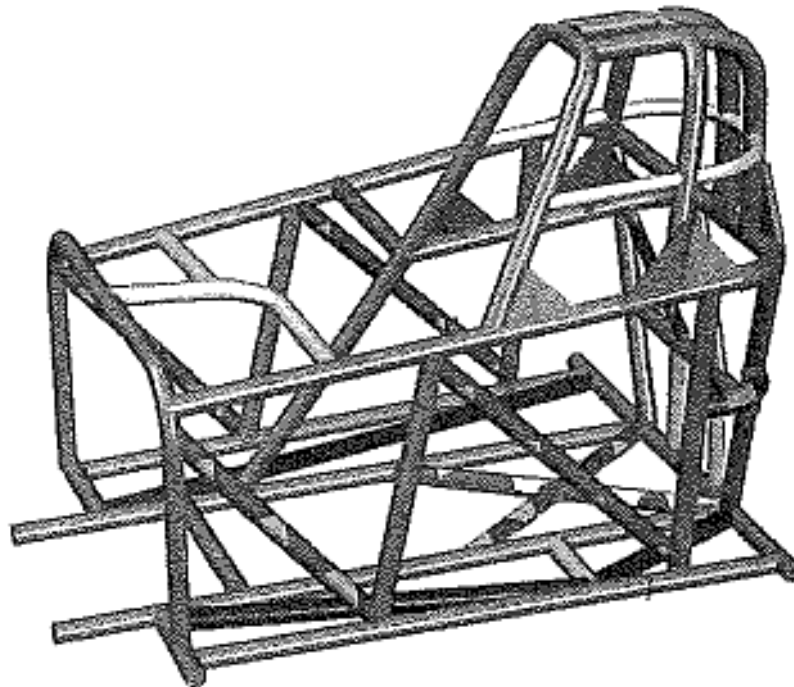


Figure 4A

This is an example of a roadster or glass bodied structure

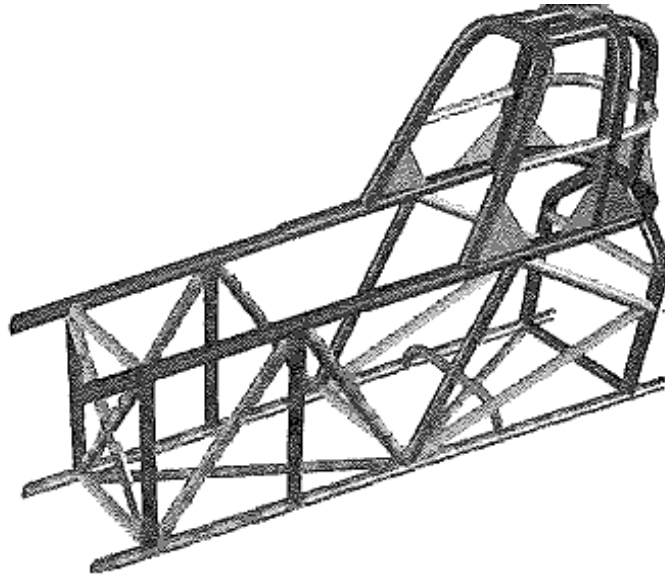


Figure 4B

This is an example of a special construction streamliner/ Lakester roll structure

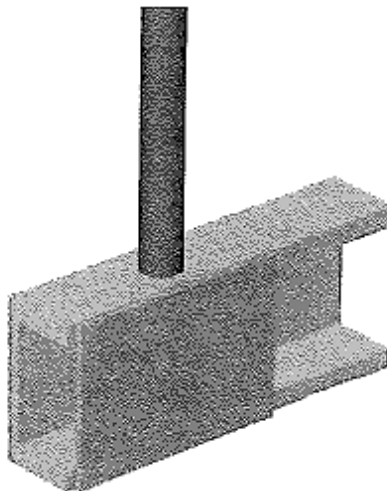


Figure 4C

This is an example of frame reinforcement chassis or frame

### 3.B.2 Roll Cage Padding:

Padding meeting SFI SPECIFICATION 45.1 for round tubing and SFI SPECIFICATION 45.2 for flat plate construction is required in the proximity of the driver's helmet.



**3.C HEAD REST:**

A padded headrest shall be installed in all vehicles to prevent whiplash. All drivers shall have the padding within 2 in. of the back of the helmet.

**3.D DRIVER RESTRAINTS****3.D.1 Seats:**

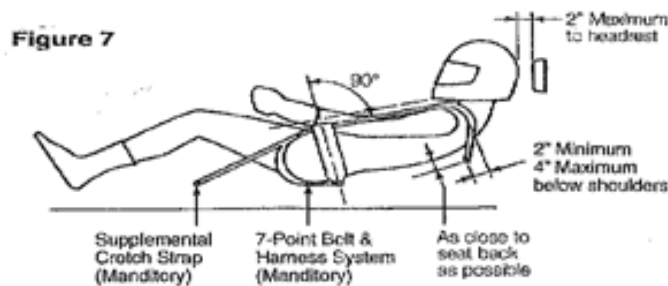
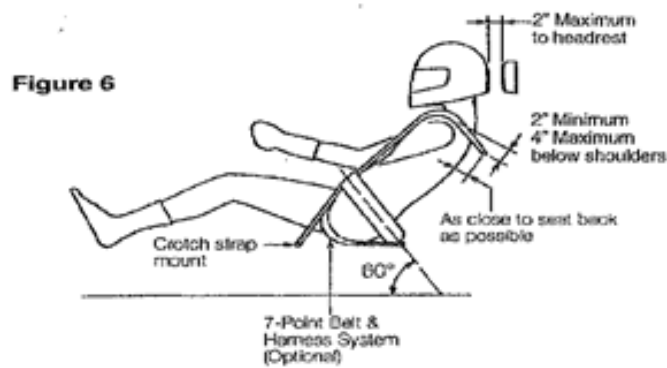
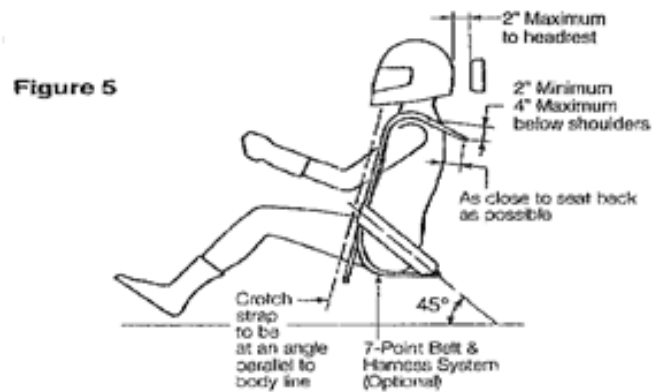
All vehicles shall use a seat designed for racing. The seat shall be constructed of a metal or alloy sufficient to retain the driver under high "G" loading. Composite seats must be pre-approved by the technical committee. No "plastic" seats will be allowed. The seat shall be securely fastened and have a maximum of 1 in. padding. Sprung or compressible seats are prohibited. Seats shall be securely installed and braced to prevent rearward collapse.

**3.D.2 Seat Belts:**

**Minimum 5 point seat belts meeting SFI specification 16.1 or SFI specification 16.5**, quick release, competition type seat belts and shoulder harness are mandatory in all categories. All seat belt and shoulder harness installations shall be mutually compatible, originally designed to be used with each other. Crotch straps are required in all categories. All belts shall be in good condition and have a manufacturer's tag with a legible date not more than 5 years old on the label. It is recommended that seat belts be upgraded every two to three years. When arm restraints are worn with a belt system that utilizes 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.

**SEAT BELTS AND SHOULDER HARNESSES SHALL BE INSTALLED TO THE MANUFACTURER'S SPECIFICATIONS AND IN COMPLIANCE WITH THE HELMET SUPPORT SYSTEM REQUIREMENTS WITH SPECIAL CONSIDERATION GIVEN TO THE SHOULDER BELT INTERACTION WITH HANS TYPE DEVICE, SFI 38.1.**

Seat belts shall be securely fastened to the frame, cross member or reinforced mounting points so that 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 5 bolts. Under no circumstances are bolts to be inserted through the belt webbing. The shoulder harness shall be mounted in a manner as to prevent slipping off the driver's shoulders, see figures 5, 6 & 7.



**Figure 5, 6, 7**

**Figure 5, 6 & 7**

A supplemental strap to prevent the driver from sliding up into the roll cage shall be added to vehicles where the driver is in a reclining position, see Fig. 7. In a vehicle with minimal cockpit room, consideration should be given to ensure the seat belt tighten pull is to the center of the vehicle, see Figure 8.

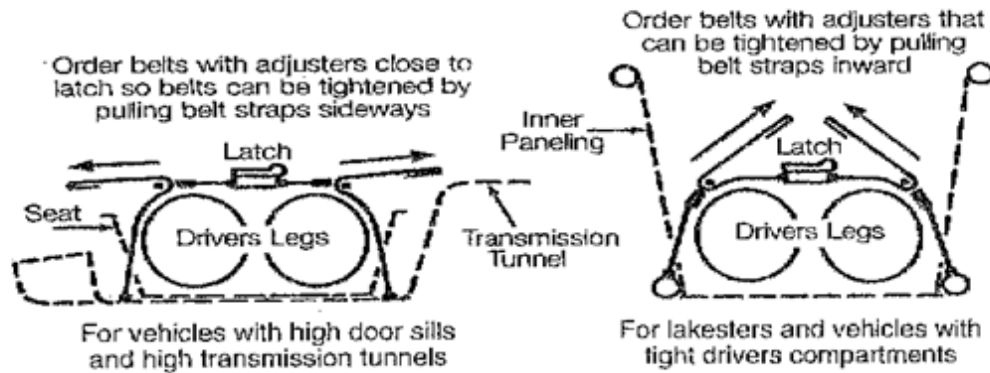


Figure 8

THE SEAT BELT CLINCHING MECHANISM SHALL NOT BE ON TOP OF EITHER THE SFI TAG OR A MANUFACTURER'S LABEL. IF THE BELT CANNOT BE INSTALLED IN THIS MANNER, THE TAG SHALL BE RELOCATED SO AS TO BE VISIBLE.

**NOTE:**

**ADDITIONAL SFI INFORMATION CONCERNING PROPER SEAT BELT INSTALLATION MAY BE FOUND AT:** <http://www.sfifoundation.com/SeatbeltGuide06-05-12.pdf> OR ON <http://www.scta-bni.org>.

### 3.D.3 Arm/Leg Restraints:

SFI specification 3.3 arm restraints with a manufacturer's date of 2006 or later are required in all vehicles.

Legs shall be restrained by tethers, panels, bars or net. The restraint system shall 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. The restraint system shall be one of the various types available on the market.

Restraint nets are acceptable as the primary leg restraint system. All mounting tabs/brackets shall be mounted inside the outside plane of the roll structure and shall 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. The manufacturer shall perform any modifications to window nets.

**NOTE:** In all categories when a coupe, sedan, or pickup body is used the restraint systems shall be effective without the door installed. To meet this requirement it shall be necessary to have arm restraints and a "full" door net or a combination of restraint systems that would be the equivalent to a "full" door net. All door net mounting bars shall not be flexible and shall be attached with a positive locking system, e.g. seat belt hardware.

All Special Construction vehicles shall 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 cage structure.

All drivers' compartments shall not be open to the exterior of the vehicle or track surface such that the driver is potentially exposed to dangers such as fire or debris as well as dust. A rear floor or aft bulkhead is required in all vehicles where applicable.

### **3.E DRIVER'S COMPARTMENT:**

All driver compartments, driver's positioning, and surrounding structures shall be designed to support good forward vision. The driver shall be able to exit the driver's compartment with ease. All doors, hatches, and canopies shall be able to be opened from both inside and outside the vehicle without the use of tools. Non-OEM latches shall be clearly marked on the outside of the vehicles.

On closed cars, door locks and steering wheel locks shall be rendered inoperative. The driver shall be able to reach all switches, valves and levers while strapped securely in the seat. Cars with front engines shall have the rear of the flywheel housing forward of the driver's knees. The driver's compartment shall be free from sharp edges, protrusions, brackets, etc. within close proximity of the driver. All enclosed driver compartments shall 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. All air breathing and cooling systems that supply air to the driver must have fire retardant protection on the hoses that supply air. A cross-member running below the driver's body, no smaller than the roll cage diameter applicable to the class, shall protect any portion of the driver's body that extends below the main frame rail.

**All drivers' compartments shall not be open to the exterior of the vehicle or track surface such that the driver is potentially exposed to dangers such as fire or debris as well as dust. A rear floor or aft bulkhead is required in all vehicles where applicable.**

### **3.F 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 shall be made of metal with a minimum thickness of .060 in. A thickness of .095 in. is recommended. All holes shall be sealed.

### **3.G SECONDARY FLOORING:**

All cars with modified floor pans shall have secondary flooring of metal in the driver's compartment capable of retaining the driver and appendages in the event of the loss of the modified floor/belly pan(s). The secondary flooring must be securely attached to the frame or cross-member. Expanded metal will be accepted if sufficiently rigid. Except in Vintage Oval Track Class, secondary flooring shall be no lower than the bottom of the frame plus the thickness of material used.

### **3.H 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 specification 4.1.

#### **3.H.1 Transmissions:**

Any type of transmission may be used in any class. Automatic transmissions shall have a positive reverse lockout to prevent accidental reverse gear engagement.

### **3.I FUEL SYSTEMS:**

The complete fuel system shall be securely mounted. Plastic fuel lines are not permitted. A metal screw type clamp shall be on each connection of rubber or steel-braided fuel line. All components of the fuel system shall be isolated from the driver's compartment or pre-approved by the Technical Committee. 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 scatter shield. All fuel tanks shall be vented. Fuel tank vents shall be provisioned to eliminate spillage in the event of a rollover. 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 oxidizer cylinder are considered the same as fuel tanks and shall not be mounted in the driver's compartment.

#### **3.I.1 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 electric fuel pumps shall have an

inertial switch *and an oil pressure switch in the circuit to disable pump operation in the event of an incident.* All rotating fuel shut-off valves SHALL have a positive stop to prevent reopening of the valve.

### **3.1.2 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(s) shall be indicated on the exterior of the vehicle. The Nitrous Oxide bottle(s) shall be removed when competing in gasoline classes.

THE NITROUS OXIDE BOTTLE PRESSURE RELIEF VALVE SHALL BE VENTED TO THE OUTSIDE OF THE VEHICLE BY A RIGID LINE.

### **3.1.3 Diesel Fuel Systems:**

Diesel engines with mechanical injectors shall be equipped with a shut off valve that will eliminate the fuel supply.

### **3.J THROTTLES:**

All cars shall be equipped with a redundant, self-closing throttle control with two (2) adequate return springs. There shall also be a positive stop to prevent sticking in "over-center" position. Accelerator pedal toe straps are required except on OEM cable or hydraulic throttles.

IT IS RECOMMENDED THAT PLASTIC-LINED THROTTLE CABLES BE AVOIDED.

### **3.K BATTERIES:**

All batteries shall be properly secured with metal framework and fasteners. Plastic tie-downs are not allowed. Both wet cell and dry cell batteries may be mounted in the driver's compartment, however wet cell batteries must be sealed in an acid spill-proof box.

All vehicles shall be equipped with a main battery disconnect switch. The disconnect switch or a positive mechanical control (cable or rod) for the switch shall be located on the front or rear of the vehicle, operable externally and be clearly marked.

### **3.L STEERING:**

All steering systems shall be gear or link type. The steering wheel shall have adequate clearance. The steering column shall be rigidly mounted. All moving parts shall operate freely without excessive play. The steering linkage shall have sufficient clearance between the body and the chassis. Steering shall be assured by at least two (2) front wheels.

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 (i.e., Heim) used in steering systems shall not be constructed of aluminum and shall 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 shall be at least grade 5. For vehicles with long steering shafts, as used on rear-engine Streamliners and Lakesters, the shaft shall 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 minimize steering pull with loss of traction or drive line failure. Cable steering systems as used on the Ford Pinto are not allowed.

### **3.M PARACHUTE:**

An approved parachute is required on all cars that qualify for the long course (175 MPH). Vehicles that exceed 300 MPH shall be equipped with two (2) independent parachute systems. Parachutes shall be securely mounted to a suitable cross-member **that is at least 1 inch diameter or ½ inch radius.** All parachutes shall be opened during inspection. Special attention shall be given to the length and

mounting point of the parachute tether line. The manufacturer's recommendations should be followed regarding parachute size, mounting, etc.

On those vehicles required to have parachutes, the deployment of the parachute/s is at the driver's discretion, consistent with safe and efficient event and vehicle operation.

Parachute failures, such as the parachute pack not opening, parachute canopy not opening, parachute separation from the vehicle, handling problems as a result of parachute opening, etc., and require a re-inspection.

**ALL VEHICLES HAVING A PARACHUTE FAILURE SHALL RETURN TO THE INSPECTION AREA WITH ALL COMPONENTS OF THE PARACHUTE SYSTEM. A NOTATION WILL BE MADE IN THE VEHICLE LOG BOOK DESCRIBING THE FAILURE AND SOLUTION.**

### **3.N PARACHUTE RELEASE:**

Any car equipped with a parachute shall 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 all safety equipment. All non-manual parachute release systems must also have a redundant, manual release as a backup that meets the above requirements.

### **3.O FLYWHEELS, FLYWHEEL SHIELDS and BELLHOUSINGS:**

All cars, including rear-engine cars, with non-automatic transmissions, shall be equipped as follows:

- **Flywheels:** No cast iron/cast aluminum flywheels shall be permitted.
- **Flywheel Shields:** Flywheel shields shall be SFI specification 6.1, 6.2 or 6.3 depending on the application. A DLRA-approved flywheel shield, made from ¼ in. thick steel, providing 360 deg. coverage and constructed in such a manner to provide retention of clutch and flywheel assembly parts may be used in the event that an aftermarket flywheel shield is not available. On cars where no aftermarket flywheel shield is available, and on smaller cars with limited space to install either SFI specification or DLRA-approved flywheel shield, a SFI specification 4.1 blanket specifically manufactured for the particular application may be used as a flywheel blanket (shield). All such uses shall be submitted to the Car Technical **Chairperson** in accordance with Section 1.P, Technical Committees:, and must receive prior approval before use.
- **Bell Housings:** Cars utilizing bell housing engine mounts only (Corvaire, VW, etc.) shall provide some additional method of retaining the engine in the car.

### **3.P EXHAUST SYSTEM:**

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

### **3.Q FIRE EXTINGUISHING SYSTEMS:**

All cars and enclosed motorcycles shall have a minimum of one driver-controlled fire extinguishing system using a minimum of 5 lbs. of extinguishing agent designed and applied to function as driver protection. Approved agents include, DuPont FE36, and certain AFFF systems including Cold Fire 302, ESS Foam, Firefoam **Gem Foam**, **Halotron** or other *non*-Halon replacement certified by the manufacturer for use in a confined space. Dry chemical and CO<sub>2</sub> may be used in the engine compartment only. The application and installation shall be in accordance with the manufacturer's recommendations for 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.

*All electrical and fuel systems must shut down totally on activation of the fire suppression system to help prevent re-ignition sources*

**NOTE:** Care and consideration shall be taken to prevent driver suffocation. Fresh air venting or breathing systems may be necessary.

**ALL CARS and MOTORCYCLE STREAMLINERS, 0-200MPH shall have a total of 10lbs of fire extinguishing agent onboard. At least 5lbs. must serve the driver/rider area and the additional 5lbs may serve the engine and/ or a combination of driver/rider and engine areas. Both areas shall be served via fixed nozzles.** Acceptable agents in the engine area include CO<sub>2</sub>, foam, *non*-Halon

replacement or dry chemical. The engine system shall **generally** include 2 nozzles directed toward the header/oil pan area **or be installed according to manufacturer's recommendation**. Only Halon replacement agents may be used in the driver's compartment. **See above paragraph.**

ALL VEHICLES OVER 200 MPH, because of the additional time required to stop, shall be equipped with additional extinguishing agent (in addition to the **10 lbs.** minimum) which is designed and fitted for driver protection. The installation should be commensurate with driver compartment size and the speed of the vehicle. Contact a reputable safety equipment manufacturer for installation advice.

Minimum Agent Requirements:

|                  |                     |                            |
|------------------|---------------------|----------------------------|
| <b>0-200 MPH</b> | <b>10 lbs. min.</b> | <b>Driver &amp; engine</b> |
| 201+ MPH         | 11 lbs. min.        | Over 5 lbs. for driver     |

**NOTE:** The amount of required agent should not be confused with total bottle weight.

All push/recovery/support vehicles are required to have a minimum of one 4 lb. portable fire extinguisher. All competition vehicle extinguishing system control valves **or cable/linkage to control them** shall be within the reach of the driver while strapped in position. The valves shall be designed to remain open once actuated. All agent lines and nozzles shall be metal and securely mounted. Extinguishing agent cylinders within the driver's compartment shall be mounted with a system more substantial than hose clamps alone. The use of hose clamps as a primary mounting system is prohibited.

A current inspection/filling certification (no more than 24 months old) for each agent bottle shall be visible to the technical inspector without removing the bottle.

**NOTE:** Agent delivery lines are subject to dust and moisture clogging. Participants are responsible to assure that the fire system is full and operable before each event. Frequent clearing of the lines is recommended. Aqueous foam systems require that the nozzles be directed appropriately so that the agent does not impede the vision of the driver. Questions concerning fire-extinguishing systems may be directed to the Fire Extinguishing System Specialist, see Section 9.

### **3.R COOLING SYSTEM:**

All liquid cooling systems utilizing non-braided circulation lines shall have metal clamps at each connection. The use of plastic tubing in a cooling system is not allowed. No flammable or combustible coolants are allowed. *All glycol based coolants are banned. Redline brand 'water wetter' is allowed.*

### **3.S DRIVE LINES:**

Open drive lines in the driver's compartment shall be equipped with a protective covering. In all cars with a driveshaft, see Section 4.II, there shall be a 360 deg. metal sling (at least ¼ in. x 1 in.), 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 joints.

Overrunning clutches (freewheeling) in drivelines are permissible in all categories. All traction bars and trailing links shall have a metal sling near the front attaching point with a minimum of ¼ in. diameter. Torque tube (early Ford type) drivelines 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 ¼ in. minimum metal sling is required.

### **3.T FRONT END AND SUSPENSION:**

All front end and suspension fasteners shall be aircraft type "self-locking" nuts or have wire or keys appropriately placed to prevent them from coming apart. All spherical ends (e.g., Heim joints) used in suspension systems shall not be constructed of aluminum and shall have washers with a larger OD than the joint to retain the joint should separation occur (solid type Heim joints are required). Un-sprung A-arm front ends are prohibited. No front suspension shall have more than 20 deg. of steering caster unless steering stops are used. Steering stops shall be installed to prevent wheel "flop over" and the tires from contacting any other component when the steering is in the full-lock position.

### **3.U WINDOWS AND WINDSHIELDS:**

All non-stock windows and windshields shall be made of shatter-resistant plastic, such as polycarbonate (Lexan), and shall provide 120 degrees of adequate vision forward. On all open body cars a windshield is

recommended, but shall not restrict driver entrance or exit. In all classes where a headrest fairing is permitted, the windshield may sweep around the driver's head and connect to the fairing on either side (refer to 3.E Driver's Compartment rule concerning sharp edges).

All windshield wiper blades and arms shall be removed. On front and rear windows, retaining tabs or straps are required over 175 MPH.

Vehicles with T-Tops or moon roof panels shall have the panels retained with tabs or straps.

All vehicles in classes where the record is under 200 MPH shall have SAFETY film on BOTH SIDES of all non-laminated safety glass windows, or replace the windows with polycarbonate material.

*All other glass, such as Glass headlights must also be covered in Safety film.*

Common window tint will NOT be allowed as a substitute for SAFETY film.

All vehicles in classes where the record is over 200 MPH shall have all non-laminated windows constructed of polycarbonate material.

All vehicles with 'frameless' side windows, regardless of speed, must have all non-laminated windows constructed of polycarbonate material

Additional bracing must be installed to prevent window blowout or collapse.

**The original roll up window hole may be closed in when replacing the frameless glass windows with polycarbonate.**

### **3.V HOODS:**

Hoods are required in all categories (except Special Construction Category) and shall 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) may be removed. Early type hood hold-downs (spring type) are inadequate. Visible hood release fasteners, (such as hood pins and Dzus fasteners) do not require identification. All other releases (such as factory releases) shall be clearly marked.

### **3.W BRAKES:**

Adequate brakes are required in all classes. Brake controls shall be within the driver's reach while the driver is securely strapped in the seat. **No front wheel only brake systems are allowed.**

### **3.X 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.

### **3.Y OIL TANK VENTING:**

**Any oil tank within the drivers compartment shall be vented to the outside and lower portion of the vehicle.**



## SECTION 4 DEFINITIONS

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

### 4.A AIR DUCT:

Aerodynamic pressure relief systems in which air is ducted from one point to another. Air ducts may pierce, but shall not extend past exterior bodywork, and shall not be utilized to eliminate a prominent feature (e.g. 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.

### 4.B AIR INTAKES:

Ducted airflow devices which are meant to provide combustion air directly to the engine. Air intakes shall not originate below the original stock location and, on rear-engine cars, the air intake shall originate in the rear 50% of the body. Air intakes protruding from the front of the car (other than OEM) shall not exceed 48 sq. in. of frontal area and shall not extend more than 12 in. and shall not taper, except in classes where forward streamlining is allowed. Carburetors that protrude through the car's hood shall be covered with a flash shield.

### 4.C AIR VENTS:

Aerodynamic pressure relief systems in which no air ducting is utilized. Louvers and tail light removal fall under this definition.

### 4.D 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 shall always be in contact with the ground. Steering shall be assured by at least two (2) front wheels. The automobile shall be propelled by at least two (2) wheels. One pair of wheels shall be on the same transverse centerline.

### 4.E AUTOMOTIVE PRODUCTION:

Any component which is offered for sale by a recognized 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 and year for sale to the general public is considered to meet the requirement of a production automobile.

### 4.F 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.

### 4.G BELLY PAN:

A skin of material used to cover the undercarriage of a vehicle. The skin shall cover at least 51% of the undercarriage of the vehicle to be considered a belly pan for classification purposes. DRAIN HOLES ARE REQUIRED IN THE ENGINE AREA.

### 4.H BOBBING:

**The reduction of the overall height of a closed top vehicle, where the original general top contour is maintained. Materials can be added or removed to maintain the original shape. Size and base positioning of pillars must be in original OEM locations. Category specific requirements must be met.**

### 4.I CHOPPING:

Removing material from a body component in such a fashion as to reduce the overall height of the component without changing the original shape at either the top or bottom.

#### 4.I.1 CHANNELING:

The lowering of the body over the frame rails.

**4.J CONTEST BOARD:**

The DLRA Committee plus additional personnel appointed by the DLRA President.

**4.K CONTOUR and BODY RELATIONSHIP:**

Contour is the configuration of external sheet metal and windows. Removable trim, lights, floorboards, and interior sheet metal are not part of the contour. All body panels and windows shall be mounted in their original relationship as manufactured unless otherwise allowed. Moving body panels and windows from their original relationships to control air flow, tighten gaps, altering the original panel shape and filling seams with caulking or foam tape is considered streamlining.

**4.L COVERED WHEEL:**

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

**4.M DRIVER/RIDER COMMITTEE:**

This Committee will consist of at least two Board members and a minimum of 3 non-Board members and will be responsible for licensing review and related matters.

**4.N ENGINE SWAP:**

An engine swap is defined as the use of an engine from an engine design family that was not available as a factory or dealer installed option for a given vehicle year is used.

An engine design family is defined as engines which are made with the same basic material, have the same bore centers, crankshaft supports, deck height, cam location, head mounting, bell-housing and engine mount patterns, etc. All OEM parts shall fit the block without modification.

The use of an OEM or aftermarket replacement engine block from the same design family is not considered a swap. "Crate engines" are not considered engine swaps. Direct replacement aftermarket engine blocks are not considered engine swaps (Dart, World Products, etc.) if they meet the above engine swap design definition criteria.

**4.O FIREWALL: (NON-PRODUCTION)**

A metal barrier between the engine and driver compartment, see Section 3.F.

**4.P FLOORBOARDS:**

Floorboards are defined as paneling in the lower portion of the car exclusive of the engine compartment. Floorboards shall be mounted above the frame or in the 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.

**4.Q GASOLINE:**

Gasoline, as produced, is a mixture of hydrocarbons which may include some SCTA acceptable oxygenates. The SCTA further defines gasoline as a liquid that does not contain nitrogen bearing compounds, nor propylene oxide, nor ethylene oxide, and no more than 10% methanol. Gasoline is an electrical insulator, or dielectric liquid, and its Dielectric Constant (D.C.) represents its relative effectiveness as an insulator. The average D.C. for the mixture of hydrocarbons and possibly allowable oxygenates which comprise gasoline varies but is testable and definable for the approved liquids which follow the SCTA definition of gasoline. For select events the SCTA will specify the use of an "EVENT" gasoline, see Section 2.B. D.C. numbers and other chemical properties for any approved "EVENT" gasoline are known. These properties are recorded and the records are maintained by the SCTA technical staff.

For other events where a specific "EVENT" fuel is not called out, those same fuels provided as an "EVENT" gasoline may be used. The approved "EVENT" gasoline has had the chemical properties and D.C. recorded by the SCTA, these records are maintained by the SCTA technical staff. When a competitor at a non "EVENT" gasoline meet wishes to use a fuel that has not been approved for use as a prior "EVENT" gasoline, that fuel must test under the specified SCTA D.C. ceiling of 15.0 as measured

with a Kalico Model FT-K01 "DC" Meter. If the proposed liquid fuel does not fall underneath the SCTA specified D.C. ceiling, appropriate testing for compliance with the SCTA definition of gasoline as noted above may be required. The testing shall be performed by a SCTA-approved laboratory at a cost to the competitor or to the provider of the gasoline. Once tested and approved for use, a non-"EVENT" gasoline will have its critical chemical properties, including the dielectric constant, recorded by the SCTA technical staff for possible future acceptance as an approved gasoline.

#### **4.R HOOD SCOOPS:**

A hood scoop is a functional air intake device used on full body, un-blown vehicles, where allowed. No part of a forward facing hood scoop can extend forward of the leading edge of the hood, be more than 11" above the surface of the hood at the centerline or extend past the trailing edge of the hood more than 11" **at the centreline**. Clearance between the scoop and the windshield must be a minimum of ½". On rearward facing scoops they cannot be more than 11" above the surface of the hood at the centerline. They can extend past the trailing edge of the hood but the rear must be totally open and clearance between the scoop and the windshield must be a minimum of 2". No foam sealing is allowed between the scoop and windshield. On rear engine cars the hood scoop may be built on the engine cover. The scoop shall not extend more than 11 in. above the surface of the roof and no further forward than the front edge of the back window.

Vehicles using a top-mounted blower may have a hood scoop which is no taller than 2 inches above the fuel injector or carburetor(s). The scoop may extend to the rear no further than the back of the blower and terminate at that point. The scoop cannot extend to the windshield and will not exceed a total height of 11 inches, measured at the centerline of the hood. Hood scoops for blower types other than top-mounted may not exceed the specifications for unblown applications as noted in the paragraph above.

#### **4.S INCIDENT REVIEW COMMITTEE:**

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

#### **4.T TECHNICAL INSPECTION COMMITTEE:**

A group of DLRA members who conduct all the technical inspections at any DLRA competition event. The Contest Board chooses the membership of this Committee.

#### **4.U LIMB RESTRAINT:**

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

#### **4.V OPEN CAR:**

Any car which may be entered and exited without unfastening, unlatching or moving any panel. All open cars as described, except in Special Construction Category, SHALL have the driver's line-of-sight above the body. No periscopes allowed.

#### **4.W OPEN WHEEL:**

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

#### **4.X ROOF RAILS:**

A piece of metal angle, perpendicular to the roof, and a minimum of ½ in. high to a maximum of ¾ in. high. The roof rail shall be attached to the roof on each side as close to the outside edge as possible. The roof rails shall be parallel from the front to the rear. The roof rails may extend from the base of the windshield to the base of the rear window. **Roof rails shall be installed on any coupe, Sedan, Ute or Truck when the existing class records exceeds 200MPH.** Roof rails will not be considered for classification purposes.

#### **4.Y SECTIONED:**

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

#### **4.Z SECONDARY FLOORING:**

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

#### **4.AA 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 sparkplug hole or centerline of the front most cylinder on compression ignition engines and WB is the wheelbase.

#### **4.BB WINDSHIELD POST MOUNTING SUPPORT:**

An upright bar, post or support structure to which the windshield posts are bolted, i.e., 1928-1931 Ford roadsters have this piece, 1926-1927 and 1932-1934 Ford roadsters do not.

#### **4.CC STREAMLINING:**

Any device which has the apparent purpose of directing, limiting, or controlling air flow around or within the car and is not a part of the original body will be considered as streamlining.

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, see Section 2.J. The types of streamlining devices listed below are allowed in some classes:

##### **4.CC.1 Air Dams and Splitters:**

OEM or fabricated devices installed below the front bumper used to inhibit and direct airflow from under the vehicle. An air dam may be attached to the leading edge of the bumper and not be considered to be extending forward of the front bumper so long as no point of the air dam projects more than 1/4" forward of the original contour of the leading edge of the front bumper when viewed from above.

Air dams and splitters can be set inward from the front bumper but cannot extend above or beyond the original contour of the leading edge and sides of the front bumper, see 4.JJ for the definition of a bumper. Both can extend rearward to the leading edge of the front wheel well. Splitters are allowed as long as they follow the same contours requirements as an air dam. Bodies cannot be cut away to accommodate air dams or splitters.

##### **4.CC.2 Axle Fairing:**

Streamlining devices attached to the axle to direct airflow around axle configuration only.

##### **4.CC.3 Belly Pan:**

A skin of material used to cover the undercarriage of a vehicle.

##### **4.CC.4 Headrest Fairing:**

Bodywork, on an open car, see Section 4.V, which extends rearward for the purpose of preventing wind buffeting of the driver. The fairing shall not be wider than the roll cage at any point, nor extend past the rearmost part of the body.

##### **4.CC.5 Parachute Pack Mounts:**

A parachute pack mounting plate must not extend more than 1" past the edge of the Parachute bag on all sides. The maximum length on all sides supporting the mounting plate shall be 6". If two chutes bags are mounted side by side on the same plate the max space allowed between them is 4". No more than two chutes can be mounted on one mounting plate. If the pack mount/mounts have to be more than 6" off the body a tube structure must support the mounting plate/plates.

##### **4.CC.6 Parachute Mounting Tubes:**

Parachute mounting tubes may extend no further than 6" behind the rearmost part of the original body and must not be faired into the body. The maximum length of any side of a tube extending from the body is 12". These dimensions are dependent on specific class rules.

#### 4.CC.7 Skirts:

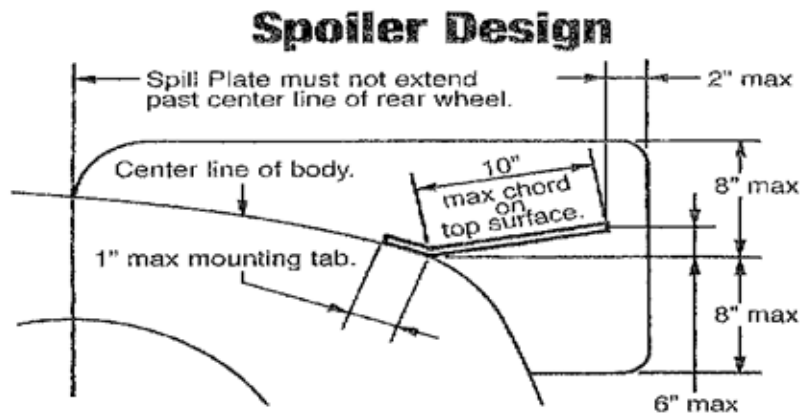
Streamlining devices added to the lower portion of the body for the purpose of controlling airflow under the body. The skirt may be a maximum ½ in. thick. The skirt shall be in a single plane, mounted to the bottom of the body but cannot modify the contour of the body. The skirts may extend from the centerline of the front axle to a vertical plane at the rearmost point of the original bodyline.

#### 4.CC.8 Spoiler:

A device on the upper portion of the body for the purpose of spoiling lift. The spoiler shall be mounted in the rear portion of the body behind the rear axle centerline. Two different implementation approaches can be used but not mixed together, see Figures 9 and 10. Should a competitor wish to use a different approach to a spoiler implementation, that approach must be submitted to the Technical Committee for review and consideration prior to the race event.

##### Implementation Approach One:

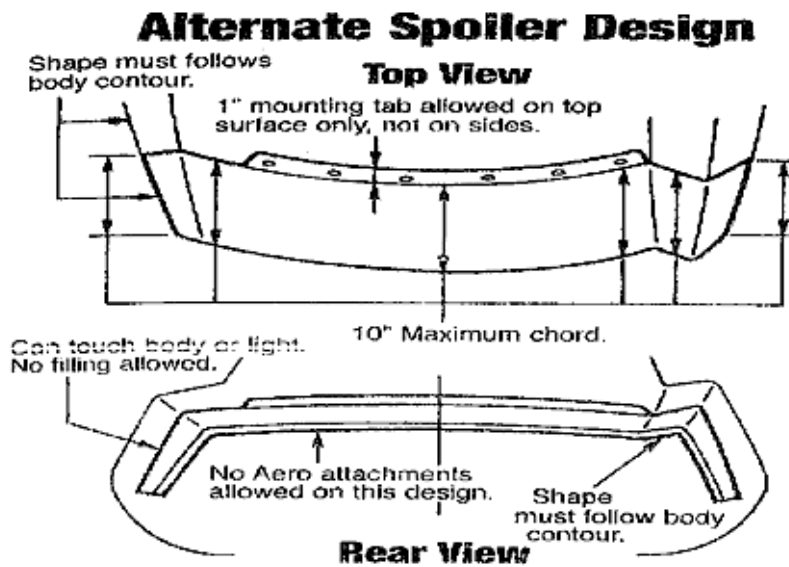
The spoiler must have a continuous surface no wider than the outside edge of the rear tires. The maximum chord measured on the top surface at the center of the car can be 10 in.. A 1 in. tab or hinge can be added to the leading edge of the spoiler for mounting purposes only. A spill plate on each side of the spoiler is allowed and must be mounted parallel to each other vertically and horizontally. It can extend no further forward than the rear axle centerline. Spill plates are allowed to be no more than 8 in. above and below the forward mounted position of the spoiler when the spoiler is parallel with the ground and extend no more than 2 in. past the end of the spoiler. Gurney flaps are allowed but cannot extend above or behind the spill plates. The design is allowed to fill in the horizontal gap between the leading edge of the spoiler and the body with a plate no farther forward than the centerline of the rear axle.



Spoiler Implementation Approach one  
Figure 9

##### Implementation Approach Two:

The spoiler must have a single continuous surface with no side plates. Maximum spoiler chord measured on the top surface is 10 in. from the trailing edge of the body. A 1 in. tab can be added to the leading edge of the spoiler for mounting purposes only. The ends of the spoiler must follow the contour of the body and shall not extend beyond the outside edges of the body at any point. When laid flat the width of the spoiler can be a maximum of no more than 16 in. wider than the outside plane of the rear tires. No other aero devices or Gurney Flap are allowed with this design.



Spoiler Implementation Approach two

Figure 10

#### 4.CC.9 Strake:

Strake is an aerodynamic device located under the vehicle in the rear portion of the vehicle that is intended to control and directs air flow under the vehicle. The strake may extend no further back than the trailing edge of the body and be perpendicular to the ground. The strake may be located no further out than the inner plane of the rear tires and may extend no further forward than the firewall or body cowl line, whichever is further forward. Strakes that are OEM and do not meet this definition are allowed.

#### 4.CC.10 Trip Fences:

A device in the upper forward part of the body for the purpose of tripping the laminar layer.

#### 4.CC.11 Vortex Generators:

Sharp edged devices placed on the body for the purpose of creating flow vortices.

#### 4.CC.12 Wings:

Wings are a special class of aerodynamic effect devices intended to provide down-force, which are allowed ONLY on Streamliners, Lakesters, Modified Roadsters, Competition Coupes and Production bodies which had the wing as an option. For classification purposes, the wing is not considered as part of the body.

#### 4.DD 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, taillights, stoplights, signal lights, and an exhaust system capable of being muffled. Decals are not acceptable as meeting the headlight and taillight requirements.

#### 4.EE STEP PAN:

A step pan may enclose the area from the aft-most portion of the firewall to a line 10 in. 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, parallel to the ground (side to side) and no wider than the frame rails. A box may be constructed to enclose the portion of the transmission which protrudes through the step pan. The box shall 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 around the transmission shall be 1 in. Chassis cross-members 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 deg. 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.FF SUPERCHARGED:**

For purposes of classification, Blown (supercharged) will be an artificially aspirated engine with a mechanically-driven supercharger and/or exhaust-driven turbocharger powered by the primary engine. The supercharger or turbo charger must pressurize the intake system above atmospheric pressure. This will also include systems such as turbo compounding. All other engines (normally-aspirated) will be classified as un-Blown.

#### **4.GG TECHNICAL ADVISORY COMMITTEE:**

A group of competitors, manufacturers' representatives 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.

#### **4.HH WHEELBASE:**

All vehicles shall have at least two parallel axles. The wheelbase is the distance measured from the centerline of the rear axle to the transverse center line of the front spindles. The wheelbase shall be equal on the left and right sides of the vehicle to within 1 in.

Streamliners are exempt from this rule.

#### **4.II DRIVESHAFT:**

A driveshaft is defined as the connection from the engine or transmission to the rear drive unit in a conventional front-engine/rear-drive configuration.

#### **4.JJ BUMPER:**

A bumper is a metal device that bolts to a car's chassis to provide collision protection and may be removed in some classes. A bumper is typically 16-20 in. above the road surface. Bumper covers (thermoplastic body pieces on cars starting in 1978) are considered to be part of the body. The bumper cover cannot be removed or altered in shape and contour if not allowed by class rules. For the purposes of streamlining, any fascia covering the primary bumper bar ceases to be part of the bumper once above or below the primary impact absorbing region.

#### **4.KK OEM Body Kit:**

Body kits produced by a recognized automobile manufacturer for a specific year vehicle must be used as a complete package. 500 kits for the same model were/are required to be for sale to the general public meets the production requirements. Mixing and matching pieces from different years or not using the complete kit will be considered streamlining.

#### **4.LL COMPUTER:**

**A computer shall be defined as any electronic device (i.e. ECU, ECM, etc.) that activates any function of, or in any way affects, the operation of, the engine based on measurement, sensing, processing, etc. of any data related to the performance of the engine.**

#### **4.MM COWL:**

**The cowl area is defined as the portion of the body bounded by the front fenders, the base of the windshield and the rear edge of the hood as measured at the centerline of the vehicle.**

## SECTION 5 CAR CLASSES

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

### 5.A SPECIAL CONSTRUCTION CATEGORY

This category is the pinnacle of the straightaway racer's art. It contains three main groups. In the automobile group are the unlimited Streamliners and open-wheeled Lakesters with a 4+ wheel configuration and in the motorcycle group are the Streamliner and Streamliner Sidecar classes. These classes allow both blown and un-blown, gas or fuel engines. These are all-out straightaway vehicles with non-stock engine blocks allowed, (with the exception of specific Vintage engine classes). Innovation is encouraged, within the rules. Modified production bodies are forbidden. Four-wheel drive is allowed in the automotive group only.

It is strongly recommended that all new vehicles be submitted for a pre-event inspection by appointment with the Technical Committee. If not practical because of distance, photographs and drawings may be submitted to the Technical Committee Chairman, see Section 16.

#### 5.A.1 Streamliner - /BFS, /FS, /BGS, /GS, /DS

This class is for the all-out land speed record car. Cars in this class shall have at least four wheels, but they need not be arranged in a rectangular configuration. The design of the body is restricted only to the extent that at least two (2) wheels shall be covered. Turbochargers, superchargers and any choice of fuel are allowed in Diesel Streamliner class.

Engine classes allowed are: Ω Omega, AA, A, B, C, D, E, F, G, H, I, J, K, XO, XF, XXF, XXO, V4 and V4F

#### 5.A.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 shall be within the inner vertical plane of the rear tires. The wing shall be mounted at least 12 in. above the top of the rear tire as measured from the lowest part of the wing. Front wings shall be no wider than the inner vertical plane of the narrowest set of tires.

Minimum wheelbase is as follows:

|                            |            |
|----------------------------|------------|
| Classes AA, A              | 110 inches |
| Classes B, C, D            | 105 inches |
| Classes E, XXF, XXO        | 100 inches |
| Classes F, XF, XO, V4, V4F | 95 inches  |
| Classes G, H               | 90 inches  |
| Classes I, J, K            | 80 inches  |

Engine classes allowed are: Ω Omega, AA, A, B, C, D, E, F, G, H, I, J, K, XF, XO, XXF, XXO, V4 and V4F

#### 5.A.3 Electric Vehicle - /E

This class is for vehicles using electric power as the sole means of propulsion. The vehicle shall be wheel driven. THE BODY CONFIGURATION IS UNLIMITED. The vehicle and driver shall 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 shall provide a 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     |

#### 5.A.4 Turbine Vehicle - /T

This class is for vehicles using turbine power (external combustion) as the sole means of propulsion. The vehicle shall be wheel-driven. THE BODY CONFIGURATION IS UNLIMITED. The vehicle and driver shall 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 shall provide a 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     |

## 5.B VINTAGE CATEGORY

This category is specifically intended for the lovers of antique iron. Although fiberglass and aluminum bodies are allowed, the body shall be an exact replica of an American production **automobile body** 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 is organized into three groups: ROADSTERS, from the highly modified to the street roadster; VINTAGE COUPES AND SEDANS, which are special vintage classes for the Modified Category; and VINTAGE OVAL TRACK, a special class for oval track and speedway vehicles with pre-1948 designed engines.

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 extends within the body shell. **TURBOCHARGERS ARE NOT ALLOWED ON VINTAGE CLASS ENGINES COMPETING IN VINTAGE BODY CLASSES**, see Section 2.A.1.

The minimum tread dimensions for all Vintage Category vehicles are 44 in. front and 50 in. rear. Modified Roadsters are exempt from the front tread requirement. The minimum wheel diameter for all Vintage Category vehicles with the exception of /VOT is 14 in.

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

### 5.B.1 Modified Roadster - /BFMR, /FMR, /BGMR, /GMR

In addition to the general category requirements, cars in this class shall have an American production automobile roadster body or an exact replica of an American production automobile roadster body as produced between 1923 and 1938. The combined body area covered or altered by the headrest fairing, all parachute fairings, and any other allowed body protuberances or displacements, from the original cockpit opening to the rear of the car cannot exceed 65%, as measured in a horizontal plane from the top view.

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.

Streamlining ahead of and including the cowl and channeling (4.I.1) is permitted. Air intakes (4.B), air vents (4.C) and the following as defined in Section 4.CC are allowed: **Splitters (4.CC.1)**, Axle Fairing (4.CC.2), Belly Pan (4.CC.3), Headrest Fairing (4.CC.4), Skirts (4.CC.7), Strakes (4.CC.9), and Wings (4.CC.12). No fairing or special covering of the wheels and tires is permitted.

**Splitters may not extend beyond the inner plane of the rear tires nor beyond the aft most portion of the body.**

A rigid tonneau cover and headrest fairing 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, as long as the driver remains seated forward of the rear axle centerline and behind the engine. Wheel wells may be filled at stock location, but the rear axle shall 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. The body at the original windshield line may be re-contoured to a flatter configuration, so long as the body top contour is not lower than the top of the doors as measured at the front edge of the doors.

Headrest and parachute pack fairing are allowed as long as the fairing is no larger than the headrest or parachute pack and does not extend past the rear of the body shell. Push bars shall not be solid or offer any aerodynamic advantage.

Maximum wheelbase is 190 in. Allowable minimum tread widths are 50 in. rear and 38 in. front. Allowable body width across the bottom of the doors shall meet the dimension as originally produced by the manufacturer. The entrant shall 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 in. 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 in. behind the rear of the body. The total wing area (measured by the fore to aft dimension times the side to side dimension, on the top surface) shall not exceed 1152 sq. in. The lowest portion of the wing shall be at least 12 in. above the roll cage structure. Multiple element wings are NOT allowed. Spoilers and four-wheel drive systems are NOT allowed.

Minimum Wheelbase Requirements:

|                            |            |
|----------------------------|------------|
| Classes AA, A              | 110 inches |
| Classes B, C, D            | 105 inches |
| Classes E, XXF, XXO        | 100 inches |
| Classes F, XF, XO, V4, V4F | 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 and V4F

### 5.B.1.a Rear Engine Modified Roadster - /BFRMR, /FRMR, /BGRMR, /GRMR

In addition to the general category requirements, cars in this class shall have a production or an exact replica of a roadster body as produced between 1923 and 1938. The combined body area covered or altered by the headrest fairing, all parachute fairings, and any other allowed body protuberances or displacements, from the original cockpit opening to the rear of the car cannot exceed 65%, as measured in a horizontal plane from the top view.

Any type of frame may be used. The driver's seat shall be entirely in front of the engine. The entire engine shall be forward of the centerline of the rear axle. The driver's line of sight shall be over the body work. Streamlining ahead of and including the cowl and channeling (**4.I.1**) is permitted. Air intakes, air vents and the following, as defined, in Section 4.CC **Streamlining**, are allowed: **Splitters**, Axle Fairing, Belly Pan, Headrest Fairing, Skirts, **Strakes** and Wings. No fairing or special covering of the wheels and tires is permitted.

**Splitters may not extend beyond the inner plane of the rear tires nor beyond the aft most portion of the body.**

A rigid tonneau cover and headrest fairing are allowed as long as they do not violate the definition of an open car.

Wheel wells may be filled at the stock location, but the rear axle shall 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. The body at the original windshield line may be re-contoured to a flatter configuration, as long as the body top contour is not lower than the top of the doors as measured at the front edge of the doors.

Headrest and parachute pack fairing are allowed as long as the fairing is no larger than the headrest or parachute pack and does not extend past the rear of the body shell. Push bars shall not be solid or offer any aerodynamic advantage.

Minimum wheelbase is 140 in. and maximum wheel base is 190 in. Allowable minimum tread widths are 50 in. rear and 38 in. front. Allowable body width across the bottom of the doors shall meet the dimension as originally produced by the manufacturer. The entrant shall 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 in. 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 in. behind the rear of the body. The total wing area (measured by the fore to aft dimension times the side to side dimension, on the top surface) shall not exceed 1152 sq. in. The lowest portion of the wing shall be at least 6 in. above the highest point of the body. Multiple element wings are NOT allowed. Spoilers and four-wheel drive systems are NOT allowed.

Engine classes allowed are: AA, A, B, C, D, E, F, G, H, XF, XO, XXF, XXO, V4 and V4F

### 5.B.2 Fuel-Gas Roadster - /BFR, /FR, /BGR, /GR

In addition to the general category requirements, cars in this class shall have an **American production automobile** roadster body or an exact replica of an **American production** roadster body as produced between 1928 and 1938. Any type frame may be used and the body may be channeled 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 shall have a minimum of 530 sq. in. of frontal area ('28 Ford) and shall 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 the 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 of a design 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 flatter 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 in. Flat panels may cover grille openings. 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 in. for all roadsters except 1933/34 roadsters, which are allowed 152 in. All other roadsters whose stock production length is longer than 143 in. shall be allowed their stock production length. The entrant shall provide this dimension.

Step pans are allowed, but belly pans or any other horizontal paneling not fitting the definition of floorboard is 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. This panel shall not be lower than the frame at any point plus the thickness of the material used.

The following, defined as streamlining in Section 4, are allowed: Air Ducts (4.A), Air Intakes (4.B), Air Vents (4.C), Hood Scoops (4.R) and Headrest Fairing (4.CC.4). All other streamlining, as defined in Section 4.CC is NOT allowed.

A rigid tonneau cover and headrest fairing are allowed, as long as they do not violate the definition of an open car. The body may be cut to move the driver rearward, as long as the driver remains seated entirely forward of the rear axle centerline and behind the engine. The rear axle centerline may not be moved more than four inches aft from the stock position and rear tires may not extend more than 1 in. 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, V4F          | 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 and V4F

#### **5.B.2.a AMERICAN IRON ROADSTER – C/AIR (Gas only)**

**This is a single displacement engine class only. All rules which pertain to the existing Fuel/Gas Roadster class, 5.2.B, above, will be enforced in this class.**

**The engine used must be an American Automotive Production or Light Duty Pick Up Truck engines produced prior to 1973. The maximum engine displacement is 372.99 cid (6.111 L). The engine can be of a larger OEM displacement and reduced to the class maximum by reducing the bore and/or stroke. All engines in this class must run OEM iron blocks and cylinder heads. The burden of proof as to the origin of the engine components lies with the competitor. Induction can be either carburetors or mechanical fuel injection. Ignition must be a single magneto or points distributor. No EFI, computer controlled ignition, data collection, etc. computers are allowed.**

**Engine class allowed: C**

**Entrants in this class are NOT eligible for the Season Points Championship at El Mirage during the 2013 racing season.**

### 5.B.3 Street Roadster - /BSTR, /STR (Gas only)

In addition to the general category requirements, cars in this class shall have an American production automobile roadster body, or an exact replica of an American production automobile body produced between 1923 and 1938. The body shall not be altered in height, width or contour, and all stock panels, including cowl, cowl eyebrow and windshield post mounting supports, see Section 4.BB, that are an integral part of the body, i.e. welded on or formed into the body sheet metal, shall be retained. Stock panels, correct for the body year used, shall be mounted in their original relationship to each other. On roadsters with non-removable windshield posts, the windshield structure may be cut off 1 in. above the lowest outer edge of the windshield frame. Replica panels shall be exact copies of stock panels in size and contour. Hood side panels, if used, are not required to have the stock louvers or doors but shall follow the original contour of the stock side panel. Hood side panels may be trimmed away for clearance of structural chassis or engine components. Bubbles or bulges may cover modifications made to the hood side panel to clear engine components so long as they do not violate the applicable portions of streamlining, Section 4.C.C. Rear fenders are required. The fenders may be bobbed to the bottom of the body, but may not be relocated, narrowed, or widened. The outer edge of a bobbed fender cannot be cut on a radius greater than the bottom of the original fender.

A radiator/grille shell may be sectioned or bobbed, but the width may not be altered. If switched, the grille shell shall be of the same manufacturer as the body (e.g. Ford to Ford, Chevrolet to Chevrolet, etc.) but not less than 530 sq. in. of frontal area. The radiator shall fill the shell opening. The grille shell insert shall remain open as in the original configuration and be stock style or removed completely.

Any frame may be used which is fabricated of round, square, or rectangular steel tubing, not less than 2 in. x .120 in. or channel not less than 4 in. x .120 in. 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 **as long as 50% of the tire width is still covered by the fender.**

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

Hood length, as determined by the year of the BODY, may be increased a maximum of 3 in. as measured along the top centerline of the hood. The entrant shall provide this dimension. 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, blower drives, etc.

The driver shall sit in the stock location, and shall not be restricted from entrance to or exit from the car by the cockpit covering. The body may be channeled to the bottom of the frame. Flooring in the car shall be stock, or above the top lip of the top frame rail, and comply with the definition of Floorboards contained in Section 4.P.

A rigid tonneau cover is allowed, as long as it does not violate the definition of an open car, Section 4.V.

The following as defined in Section 4 are not allowed; Sectioning of the body, Section 4.Y, Step Pan, Section 4.EE, and Streamlining, Section 4.CC and sub-sections. Louvers in the rear deck lid are allowed as long as they are sealed on the inside. Hood scoop, Section 4.R is allowed. Headers may be used, but shall terminate in a common collector, a minimum of 6" long beyond the end of the header tube.

The following items are required: a horn, at least one tail/stop light, a transmission and two headlights facing forward in stock orientation. Headlight lenses shall be at least 5 in. in diameter. Both lights shall be mounted outside the vertical edges of the grille shell and between 18 in. and 24 in. from the ground, measured to the centerline of the headlight.

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

Engine classes allowed are: AA, A, B, C, D, E, F, G, H, XF, XO, XXF, XXO, V4 and V4F

### 5.B.4 VINTAGE COUPE Classes:

#### **Blown Vintage Fuel Competition Coupe:**

XF/BVFCC, XO/BVFCC, XXF/BVFCC, XXO/BVFCC, V4/BVFCC and V4F/BVFCC

#### **Vintage Fuel Competition Coupe:**

XF/VFCC, XO/VFCC, XXF/VFCC, XXO/VFCC, V4/VFCC and V4F/VFCC

#### **Blown Vintage Gas Competition Coupe:**

XF/BVGCC, XO/BVGCC, XXF/BVGCC, XXO/BVGCC, V4/BVGCC and V4F/BVGCC

#### **Vintage Gas Competition Coupe:**

XF/VGCC, XO/VGCC, XXF/VGCC, XXO/VGCC, V4/VGCC and V4F/VGCC

**Blown Vintage Fuel Altered Coupe:**

XF/BVFALT, XO/BVFALT, XXF/BVFALT, XXO/BVFALT, V4/BVFALT and V4F/BVFALT

**Vintage Fuel Altered Coupe:**

XF/VFALT, XO/VFALT, XXF/VFALT, XXO/VFALT, V4/VFALT and V4F/VFALT

**Blown Vintage Gas Altered Coupe:**

XF/BVGALT, XO/BVGALT, XXF/BVGALT, XXO/BVGALT, V4/BVGALT and V4F/BVGALT

**Vintage Gas Altered Coupe:**

XF/VGALT, XO/VGALT, XXF/VGALT, XXO/VGALT, V4/VGALT and V4F/VGALT

**Blown Vintage Gas Coupe:**

XF/BVGC, XO/BVGC, XXF/BVGC, XXO/BVGC, V4/BVGC and V4F/BVGC

**Vintage Gas Coupe:**

XF/VGC, XO/VGC, XXF/VGC, XXO/VGC, V4/VGC and V4F/VGC

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, V4 or V4F engines are allowed. In all classes except VGC, fenders and running boards may be removed if it can be done by unbolting the fenders from the body. Pre-1949 bodies may have a 3 in. beauty chop. Pre-1949 cars shall have radiator/grille shells of the same manufacturer as the body, e.g., Ford on Ford, Chevy on Chevy, etc. Air dams are not permitted in the Vintage Gas Coupe and Sedan classes using vintage engines. **Minor trim items, door handles, exposed hinges and rain gutters may be removed in the Competition Coupe and Altered classes only. Minor trim items may be removed in the Gas Coupe classes.**

One of the following modifications shall be done to be considered in the Vintage Competition Coupe class:

1. The top shall be chopped more than 3 in. lower than the OEM height. The owner shall provide documentation of the OEM top height measured at the center of the cowl.
2. The vehicle shall have a full belly pan.
3. The body from the cowl forward shall be lengthened a minimum of 12 in.
4. The engine shall be set back a minimum of 25% of the wheelbase. The engine setback cannot exceed 50% of the wheelbase.

All closed vehicles that would qualify as a V4 or V4F Production Coupe or Sedan will compete in the V4/V4F Gas Coupe class. All open vehicles that would qualify as V4 or V4F production roadster will compete in the V4/V4F Street Roadster class.

All vehicles will run only in the lowest primary class/category for which they are legal, see Section 1.B.

### 5.B.5 Vintage Oval Track /VOT, Midget Vintage Oval Track /MVOT

The Vintage Oval Track class is for vintage engine, old-style open wheel, rear drive, dirt track and Indy, one or two seat cars, with a tapered tail and cowl. The appearance and design of cars in this category shall be practical for, and as were used in OVAL TRACK and SPEEDWAY competition from the late 1920s to 1957. A limb restraint system (3.D.3 and 4.U) extending from the firewall to behind the driver's seat requiring the driver's feet to be retained and protected, will be strictly enforced. A belly pan alone is not acceptable.

The vintage engines permitted in this class have to be built with pre 1948 design engine blocks; i.e., no modern overhead V8s or blowers are allowed.

The cars and engines in this category should also resemble historic, documented cars and be in a period correct relation to each other; i.e., a GMC engine laid flat in a Kuzma Roadster is not allowed.

No Production body panels are permitted, except for the grill shell. No track roadster configurations are allowed. A fully functioning radiator shall be mounted in front of the engine, and the fuel tank shall 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 deg. from the vertical. The frame may be of any construction except monocoque, and all wheels shall be sprung (2.D). Shocks must be mounted outside the frame. "Knock-Off" type wheels specifically made for racing may be used in this class. Knock-Offs must be safety wired.

At least 2 Brakes on either the front or rear axle are required. **No front wheel only braking systems are allowed.** Brakes must be mounted outside the body.

Ground effects, wings or wheel fairings are NOT permitted. Spun aluminum wheel discs are allowed. The usual track- style nerf bars are optional if they give no aerodynamic aid.

If required, parachute packs must be mounted behind the roll cage (on top of the tail) or in the push bar area. No fairing, molding or wings permitted.

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 that shall be moved or swung to safely enter or exit the cockpit.

Grille/Nose opening must resemble the documented race car and can NOT be filled. Air inlet opening in grille/nose must be a minimum of 30 sq. in. for VOT and 25 sq. in. for MVOT, not including the grille and/or grille bars.

Excessive engine set back is prohibited. The most rear edge of the engine block may not extend inside the cowl section

Direct mounted dog clutches or Offy (NOT Ford A) drum-type flywheel- clutch assemblies need not be covered by a scatter shield, see Section 3.O.

All other safety rules are applicable. Particular attention will be paid to arm restraints, adequate caster, and proper steering ratios.

All cars shall be equipped with a full roll cage, see Section 3.B. Fuel is restricted to gasoline or alcohol.

Nitro methane or nitrous oxide is not allowed. In this class ONLY, non-production overhead cam engines of pre-'48 design (Miller, Offy, HAL, etc.) run in XXO Class.

ALL NEW CARS or EXISTING CARS where body modifications are being made shall be submitted to the VOT Category Chair for approval.

Engine classes allowed are XO, XF, XXF, XXO, V4 and V4F

Maximum cid Midget Vintage Oval Track/MVOT

Flathead 150 cid

Overhead 125 cid

### 5.C CLASSIC CATEGORY

This category encompasses American **and Foreign** coupes and sedans produced between 1928 and 1981 with a production rate of at least 500 vehicles of the same model for sale to the general public.

Entries shall be unaltered in height, width, and contour with all stock panels, i.e., hoods, fenders, doors, etc., mounted in their original relationship to each other. The vehicle shall have been originally produced with suitable seating for four adults. For reasons of economy and historical authenticity, certain electronic engine technologies are not allowed. All entrants running in Classic classes must have pictures of the car as produced with their Log Book for certification purposes.

Classes within the Classic Category are the equivalent of the Modified and Production categories with body modifications as allowed in those categories. American coupes and sedans in the year range of 1928-1948 using non-vintage engines may compete with the fenders and running boards removed in the Classic Category, Altered class. Within the Classic Category pre-1949 bodies may have a 3 in. beauty chop.

In order to prevent a vehicle from competing in both the Classic and Modified categories, the following policy is established: American coupes and sedans within the year range of 1928-1948 using non-vintage engines such as a Chevy 350, Ford 351, and Chrysler Hemi OHV V-8, etc. may compete within the Classic Category classes. Body modifications shall comply with the class in which the vehicle is entered. El Caminos and Rancheros meeting the requirements within this category will compete in the appropriate class.

The following items ARE allowed: capacitive discharge type ignition systems with rev limiter, carburetors or mechanical fuel injection, one distributor or one magneto (one ignition system only) and OEM EFI. Sensor controlled ignitions are allowed but shall be stock and not modified in any way for the year and model of the vehicle entered. Direct-reading gauges, either electronic or mechanical, and data recorders are allowed.

The following items are NOT allowed: non-OEM Electronic Fuel Injection, (EFI), sensor-controlled engine management systems with feedback loop, and multiple magnetos or distributors.

THE MINIMUM REQUIREMENT FOR A VEHICLE WITHIN THE YEAR RANGE OF 1928-1981 TO COMPETE IN THE MODIFIED OR PRODUCTION CATEGORIES SHALL BE THE USE OF A NON-O.E.M. EFI SYSTEM.

Once a vehicle in the Classic Category has competed in an SCTA-BNI sanctioned event, the vehicle shall remain in that category for the current racing season.

Body Classes: /CBFALT, /CFALT, /CBGALT, /CGALT, /CBGC, /CGC

Engine Classes: AA, A, B, C, D, E, F, **G, H, I, J**

Body Classes: /CPRO

Engine Classes: AA, A, B, C, D, E, F, G, H, I, J

Body Classes: /CPS

Engine Classes: C, D, E

## 5.D MODIFIED CATEGORY

**This category includes American coupes and sedans and utes 1928 to current year, Foreign Coupes and Sedans and utes 1949 to current year and American coupes, sedans and utes that do not meet the requirements for the Classic Category classes.** This category encompasses American and foreign coupes and sedans and utes unaltered in height, width or contour, and with all stock panels mounted in original relationship to each other. The vehicle has been modified to such an extent that it no longer fits into the Production Category. A generic requirement for this category is the car shall have been originally produced with **factory installed** seating for 4 or more people, i.e. adults or children. If the car was produced and sold with 2 seats on some models and 4 seats (including jump seats) on other models, the car will be classified as a Coupe and Sedan. Examples include Honda CRX, Ford Mustang GT 350's, Porsche, Nissan Z 2+2, etc.

*Vehicles running in UTE class are exempt from any seating requirements.*

**Non-factory modifications to add seats will not be considered as defining seating configurations for classification purposes.**

All entrants running in Modified classes must have pictures of the car as produced with their Log Book for certification purposes.

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.

In classes where the removal of rear view mirrors is allowed the OEM fender or door shape must be retained. If a fender stamping has a mirror housing as part of the fender or door, that shape must be retained.

Front air dams and splitters are permitted in the Modified Category, see Section 4.CC.1. In Gas Coupe and Sedan **and Ute** Classes the original grill opening shall remain uncovered.

**Vehicles in this category that exceed 200 MPH, or if the existing class record is in excess of 200 MPH, shall have roof rails, Section 4.X.**

Vehicles competing in the Competition Coupe and Modified Sports **and Ute** classes shall have documentation showing the stock vehicle BEFORE modification.

El Caminos and Rancheros meeting the requirements within this category will compete in the appropriate class.

### 5.D.1.a Competition Coupe & Sedan - /BFCC, /FCC, /BGCC, /GCC

This class encompasses production coupe or sedan bodies unaltered in width or contour. Streamlining ahead of and including the cowl, channeling, belly pan and skirts and spoilers, as defined in Section 4.CC. is permitted. One of the following modifications SHALL be done to be considered in this class:

1. Top shall be chopped.
2. The vehicle shall have a full belly pan.
3. The body from the cowl forward shall be lengthened a minimum of 12 in.
4. The engine shall 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 is allowed. Minimum vertical windshield height is 5 in. The front and rear chop shall be equal. Window openings may be covered by flat plates on the outside of the opening or left open. Driver shall sit COMPLETELY ahead of the rear axle, inside the body and behind the engine, except in rear-engine cars using the original engine LOCATION. Driver exit hatches in the roof are recommended but shall not change the contour of the body. Cars in this class are considered in the Modified category and shall comply with the general rules of the category.

Wing width including side plates shall not be wider than the outside width of the body. The maximum allowable height of the wing including side plates shall not exceed 65 in. 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 in. behind the rear of the body. The lowest portion of the wing shall be at least 6 in. above the highest point of the body. The total wing area (measured by the fore-to-aft dimension times the side-to-side dimension on the top surface) shall not exceed 1152 square in. Multiple element wings are NOT allowed.

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 rear fender panel allowance does NOT apply to Vintage Category vehicles using vintage engines. Drip rails may be removed **or filled**. Engine classes allowed are: AA, A, B, C, D, E, F, G, H, I, J, XF, XO, XXF and XXO

#### **5.D.1.b Competition Ute - /BFCU, /FCU, /BGCU, /GCU**

*This class encompasses production utes that are a derivative of an Australian based sedan 1928 to current year, unaltered in width or contour. Streamlining ahead of and including the cowl, channeling, belly pan and skirts and spoilers, as defined in Section 4.CC. is permitted. One of the following modifications SHALL be done to be considered in this class:*

1. *Top shall be chopped.*
2. *The vehicle shall have a full belly pan.*
3. *The body from the cowl forward shall be lengthened a minimum of 12 in.*
4. *The engine shall 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 is allowed. Minimum vertical windshield height is 5 in. The front and rear chop shall be equal. Window openings may be covered by flat plates on the outside of the opening or left open. Driver shall sit COMPLETELY ahead of the rear axle, inside the body and behind the engine, except in rear-engine cars using the original engine LOCATION. Driver exit hatches in the roof are recommended but shall not change the contour of the body. Cars in this class are considered in the Modified category and shall comply with the general rules of the category.*

*Wing width including side plates shall not be wider than the outside width of the body. The maximum allowable height of the wing including side plates shall not exceed 65 in. 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 in. behind the rear of the body. The lowest portion of the wing shall be at least 6 in. above the highest point of the body. The total wing area (measured by the fore-to-aft dimension times the side-to-side dimension on the top surface) shall not exceed 1152 square in. Multiple element wings are NOT allowed.*

#### **5.D.2.a Altered Coupe - /BFALT, /FALT, /BGALT, /GALT**

This class encompasses American coupe or sedan bodies 1982 to the current year, and foreign coupe or sedan bodies 1928 to the current year, unaltered in height, width, length or contour. The body shall be mounted to the chassis with all body panels mounted in the original relationship to each other. One of the following modifications shall be done to be considered in this class:

1. The addition of a step pan as defined in Section 4.EE.
2. The engine set back a maximum of 25% of the wheelbase as defined in Section 4.AA.
3. A front-wheel drive vehicle converted to rear wheel drive.
4. Covered headlights and grille as described below.

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 are 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. This does not apply to Vintage class. An engine swap as defined in Section 4.N is permitted.

No streamlining, as described in Section 4.CC is allowed, unless specified. 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. Engine intake air may be ducted from these openings. Aftermarket front ends are allowed as long as the item conforms to the class guidelines. 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. Windows shall 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 4.CC.6. Any type of exhaust may be used and can exit anywhere from the body but the top.

Roof-mounted spoilers, other than original for the body used, are prohibited. Pre-1949 bodies may be chopped. The chop shall be equal front to rear and shall retain a vertical windshield height of at least 6 in. above the top of the cowl with a maximum horizontal length of 7 in. from the base of the windshield at the center of the car. The driver shall sit completely ahead of the rear axle, inside the body, and behind the engine, except in rear-engine cars using the original engine LOCATION. Drip rails may be removed **or filled**.

Cars in this class are considered in the Modified Category and should comply with the General Rules of the category. Coupes and sedans produced from 1949 to the current model year, not meeting the criteria of the Classic Category, shall compete in the Modified Category classes. Vehicles in this category that exceed 200 MPH, or if the existing record is over 200 MPH, shall have roof rails.

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

#### **5.D.2.b Altered Ute - /BFALTU, /FALTU, /BGALTU, /GALTU**

*This class encompasses utes that are a derivative of an Australian based sedan 1928 to the current year, unaltered in height, width, length or contour. The body shall be mounted to the chassis with all body panels mounted in the original relationship to each other. One of the following modifications shall be done to be considered in this class:*

1. *The addition of a step pan as defined in Section 4.EE.*
2. *The engine set back a maximum of 25% of the wheelbase as defined in Section 4.AA.*
3. *Covered headlights and grille as described below.*

*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 are 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 class is allowed a 2% maximum body stretch in the cowl area, in front of the firewall. This does not apply to Vintage class. An engine swap as defined in Section 4.N is permitted.*

*No streamlining, as described in Section 4.CC is allowed, unless specified. 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. Engine intake air may be ducted from these openings. Aftermarket front ends are allowed as long as the item conforms to the class guidelines. 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. Windows shall 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 4.CC.6. Any type of exhaust may be used and can exit anywhere from the body but the top.*

*Roof-mounted spoilers, other than original for the body used, are prohibited. Pre-1949 bodies may be chopped. The chop shall be equal front to rear and shall retain a vertical windshield height of at least 6 in. above the top of the cowl with a maximum horizontal length of 7 in. from the base of the windshield at the*

center of the car. The driver shall sit completely ahead of the rear axle and behind the engine. Drip rails may be removed **or filled**.

Utes in this class are considered in the Modified Category and should comply with the General Rules of the category. Vehicles in this category that exceed 200 MPH, or if the existing record is over 200 MPH, shall have roof rails.

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

#### 5.D.3.a Gas Coupe - /BGC, /GC

This class encompasses American coupe, sedan or convertible bodies 1982 to current year, and foreign coupe, sedan or convertible bodies 1928 to current year, which shall have at least one of the following:

- Engine swap
- Quick-change rear end
- Non-stock supercharger

any one of which makes the car ineligible for competition in Production class. 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. Front-wheel drive cars that have been converted to rear-wheel drive are not permitted in this class.

Gas Coupes may not be altered in height, width, length or contour. All body panels shall be mounted in the original relationship to each other. An engine swap as defined in Section 4.N is permitted.

All vehicles shall use a seat designed for racing, see Section 3.D.1. The upholstery and the passenger seat assembly may be removed. The engine may be set back a maximum of 2% of the wheelbase.

The following items shall be retained in the stock location and of the same year as the body: frame, fenders, hood, grille, drip rails (shall not be filled), windows, door handles, window trim, headlights (high and low beam), tail lights, parking lights, stop lights and bumpers. Decals are not acceptable as meeting the headlight and taillight requirements. A replacement radiator of the same height and width and mounted in the original location as OEM shall be used. Blocking of air flow thru the radiator in front or behind is not allowed. An on-board starter capable of starting the engine shall be used.

Convertibles are restricted to the Gas Coupe & Sedan and Production category classes only.

Convertibles shall run with the top and rear windows in the up position.

Within the Gas Coupe & Sedan classes the following body and chassis modifications may be made: wheel openings may be radiused for tire clearance, the generator/alternator, horn and stock gas tank may be removed, headers may be used, no individual stacks allowed, exhaust collectors may exit through the front fenders, minor chrome trim and emblems may be removed. Air intakes, see Section 4.B, may be used.

The following are not permitted: streamlining as described in Section 4.CC unless specified, air vents, headlight air intake, channeling, exhaust outlets through the doors or hood, blocked off grilles or radiators, taped or filled body, door, or window seams and 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 shall be stock and in the stock position. Air dams are allowed but shall not cover the original grille opening. See specifications outlined in Modified Category description.

Coupes and sedans produced from 1949 to the current model year, and not meeting the criteria of the Classic Category, shall compete in the Modified Category classes. Vehicles in this category that exceed 200 MPH, or if the existing class record is in excess of 200 MPH, shall have roof rails, see Section 4.X Engines classes allowed are: AA, A, B, C, D, E, F, G, H, I, J, XF, XO, XXF, and XXO

#### 5.D.3.b Gas Ute - /BGU, /GU

This class encompasses utes that are a derivative of an Australian based sedan 1928 to the current year, which shall have at least one of the following:

- Engine swap
- Quick-change rear end
- Non-stock supercharger

any one of which makes the car ineligible for competition in Production class. 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.

*Gas Utes may not be altered in height, width, length or contour. All body panels shall be mounted in the original relationship to each other. An engine swap as defined in Section 4.N is permitted.*

*All vehicles shall use a seat designed for racing, see Section 3.D.1. The upholstery and the passenger seat assembly may be removed. The engine may be set back a maximum of 2% of the wheelbase.*

*The following items shall be retained in the stock location and of the same year as the body: frame, fenders, hood, grille, drip rails (shall not be filled), windows, door handles, window trim, headlights (high and low beam), tail lights, parking lights, stop lights and bumpers. Decals are not acceptable as meeting the headlight and taillight requirements. A replacement radiator of the same height and width and mounted in the original location as OEM may be used. Blocking of air flow thru the radiator in front or behind is not allowed. An on-board starter capable of starting the engine shall be used.*

*Within the Gas Ute classes the following body and chassis modifications may be made: wheel openings may be radiused for tire clearance, the generator/alternator, horn and stock gas tank may be removed, headers may be used, no individual stacks allowed, exhaust collectors may exit through the front fenders, minor chrome trim and emblems may be removed. Air intakes, see Section 4.B, may be used.*

*The following are not permitted: streamlining as described in Section 4.CC unless specified, air vents, headlight air intake, channeling, exhaust outlets through the doors or hood, blocked off grilles or radiators, taped or filled body, door, or window seams and 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 shall be stock and in the stock position. Air dams are allowed but shall not cover the original grille opening. See specifications outlined in Modified Category description.*

*Vehicles in this category that exceed 200 MPH, or if the existing class record is in excess of 200 MPH, shall have roof rails, see Section 4.X*

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

#### **5.D.4 Modified Sports - /BFMS, /FMS, /BGMS, GMS**

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. Examples include Chevrolet Corvette, Porsche 911, Mazda RX7, and Nissan Z series automobiles. Limited production (a minimum of 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, channeling, belly pan and skirts is allowed. Front tread width may be narrowed to a minimum of 27 in. Removal of minor trim and bumpers is allowed as long as the body is not altered in length, width or contour. Spoilers as defined in Section 4.CC.6 are allowed. Windshields may be lowered or removed.

Coupe tops may be chopped. **The top chop must maintain a minimum vertical windshield height of 5 inches. The lower location of the A, B and/or C pillars must be in original OEM location and the A pillar must be OEM width. A top chop by definition alters the contour of the vehicles. Drip rails may be removed or filled.**

No wings are allowed unless the wing was offered as an OEM item for the year/model of vehicle used. The wing shall have been available on the vehicle as purchased new and the wing shall remain unmodified and mounted in the stock location as purchased from the dealer. The entrant is required to provide suitable documentation.

Front fenders may be removed at the stock fender location or at a point no further forward than 6 in. from the base of the windshield, measured at the centerline of the vehicle.

Any frame may be used; see Section 2.C. Maximum wheelbase allowed shall be 130 in. 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 shall be seated behind the engine, except in the case of production and limited production bodies which are designed for mid/rear-engine locations. The driver shall 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 a radiator when originally equipped.

The following items are not permitted: Air Vents (Section 4.C), Headrest Fairing (Section 4.CC.4) which extends past the rear of the body and taping of body and window seams.

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

#### **5.D.5 Modified Pickup Truck - /BMP, /MP**

This class is for 1946 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 shall therefore comply with all rules of this category and class.

Minimum requirements to compete in the Modified Pickup class are at least one of the following:

- Engine swap
- Quick-change rear end
- Non-stock supercharger

Production pickups with a supercharger and/or full-time four-wheel drive shall compete in this category and class. No streamlining as described in Section 4.CC is allowed unless specified.

Covering of pickup beds with tarps or panels is allowed. The cover shall be no higher than the edge of the pickup bed. Aftermarket bed caps are allowed but shall not allow any aerodynamic advantage. Pickups may run with the tailgate raised, lowered or removed. The exhaust shall not exit through the pickup bed floor.

Pickups with cab-mounted gas tanks shall have the gas tank removed. The tank shall be relocated so as to offer no aerodynamic advantage.

Engine classes allowed are: AA, A, B, C, D, E, XF, XO, XXF and XXO

#### **5.D.6 Modified Mid/Mini Pickup Truck - /BMMP, /MMP**

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 the original relationship to each other. Samples of allowed trucks include but are not limited to: Chevrolet S-10, Ford Ranger, Nissan and Toyota.

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

Minimum requirements to compete in the Modified Mid/Mini Pickup class are at least one of the following:

- Engine swap
- Quick-change rear end
- Non-stock supercharger

Production pickups with a supercharger and/or full-time four-wheel drive shall compete in this category and class. No streamlining as described in Section 4.CC is allowed unless specified.

Covering of pickup beds with tarps or panels is allowed. The cover shall be no higher than the edge of the pickup bed. Aftermarket bed caps are allowed but shall not allow any aerodynamic advantage. Pickups may run with the tailgate raised, lowered or removed. The exhaust shall not exit through the pickup bed floor.

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

## 5.E PRODUCTION CATEGORY

This category is intended to represent typical transportation vehicles, which may be purchased from ANY automobile dealer. A generic requirement for this category is the car shall have been originally produced with **factory installed** seating for 4 or more people, i.e. adults or children. If the car was produced and sold with 2 seats on some models and 4 seats (including jump seats) on other models, the car will be classified as a Coupe and Sedan. Examples include Honda CRX, Ford Mustang GT 350's, Porsche, Nissan Z 2+2, etc.

*Utes are exempt from seating requirements.*

**Non-factory modifications to add seats will not be considered as defining seating configurations for classification purposes.**

A production rate of at least 500 vehicles of the same model and available from any dealer's inventory for sale to the general public is considered to meet the requirement of a production automobile. In keeping with this intent, the cars are aerodynamically "stone stock" with no body parts allowed which were not parts of the manufacturer's production for the series of the vehicle involved. *No Touring or race car panels are allowed.* All entrants running in Production classes must have pictures of the car as produced with their Log Book for certification purposes.

The engine used shall 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 and as accepted or sanctioned by NASCAR, NHRA, SCCA, *V8 Super car* etc. are not permitted for use in this category unless specifically allowed. A manufacturer's part number does not necessarily imply that a part is an original, factory-installed body part. Both exterior and interior body panels are considered to be part of a production vehicle and shall be mounted in their original relationship to each other.

Racing seats shall be used per Section 3.D.1. The original side panel upholstery, both front and rear, must remain or be replaced with an aluminum equivalent. A stock or full width dashboard is mandatory. A fabricated, non-flammable equivalent is acceptable. Carpet, sound deadening material, headliner, minor chrome trim and emblems may be removed.

A different displacement size of the same design engine may be used provided it does not constitute an engine swap as defined in Section 4.N. Any transmission, non-quick change rear end, and an on-board starter capable of starting the engine shall be used so long as the original running gear design is retained. 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. Choices of camshafts, induction and ignition are unlimited.

Cylinder heads are limited to original number of valves and port configuration.

Vehicles in this category that exceed 200 MPH, or if the existing record is over 200 MPH, shall have roof rails, see Section 4.X

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. El Caminos and Rancheros meeting the requirements within this category will compete in the appropriate class.

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

All closed vehicles that would qualify as a V4 or V4F Production coupe or sedan will compete in the V4 or V4F Gas Coupe class.

Vehicles using a hybrid power source, such as a gasoline/battery pack, will compete in the equivalent cubic inch class of the gasoline engine. The battery pack SHALL be the stock unit as sold with the vehicle model used. The battery pack will be sealed to the race vehicle to ensure that it cannot be swapped. No off board charging of the battery packs will be allowed. If the vehicle is removed from the race meet, all previous runs will be forfeited. OEM throttle body control SHALL be used. The entrant shall provide the documentation to ensure that production units are used.

### 5.E.1.a Production Coupe and Sedan - /PRO

American coupes and sedans 1928 to current year, foreign coupes and sedans 1949 to current year, or 1928-1981 American coupes and sedans that do not meet the requirements for Classic Category.

The vehicle shall be unaltered in height, width or contour, with all stock panels mounted in the original relationship to each other. This category does not include cars properly classified as Sports or GT. 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. The entrant shall provide the documentation to ensure that production requirements are met.

The following items shall be retained in the stock location and of the same year and manufacture as the body: frame, floor pan, fenders, hood, grille, drip rails (shall not be filled), windows, door handles, window trim, dashboard, headlights (high and low beam), taillights, parking lights, stop lights, front and rear bumpers and horn. A replacement radiator of the same height and width and mounted in the original location as OEM shall be used. Blocking of air flow thru the radiator in front or behind is not allowed. Decals are not acceptable as meeting the headlight and taillight requirements. The stock gas tank shall be fitted, but need not be used.

The following body and chassis modifications may be made: headers, hood scoop (Section 4.R), wheel openings may be radiused for tire clearance. Passenger and rear seat may be removed. Air dams and air spoilers identical to factory optional equipment (OEM) for the body in question may be added.

The following are NOT permitted: Streamlining, (4.CC and subsections), Air Ducts (4.A), Air Vents (4.C), Chopping (4.I), and Channeling (4.I.1). Rules for these classes will be strictly enforced to ensure that cars entered are typical of street machines that may be purchased from ANY automobile dealer.

Coupes and sedans produced from 1949 to the current model year, and not meeting the criteria of the Classic Category, shall compete in the Modified Category classes.

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

#### **5.E.1.b Production Ute - /PROU**

*This class encompasses utes that are a derivative of an Australian based sedan 1928 to the current year. The vehicle shall be unaltered in height, width or contour, with all stock panels mounted in the original relationship to each other. This category does not include cars properly classified as Sports or GT. 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. The entrant shall provide the documentation to ensure that production requirements are met.*

*The following items shall be retained in the stock location and of the same year and manufacture as the body: frame, floor pan, fenders, hood, grille, drip rails (shall not be filled), windows, door handles, window trim, dashboard, headlights (high and low beam), taillights, parking lights, stop lights, front and rear bumpers and horn. A replacement radiator of the same height and width and mounted in the original location as OEM may be used. Blocking of air flow thru the radiator in front or behind is not allowed. Decals are not acceptable as meeting the headlight and taillight requirements. The stock gas tank shall be fitted, but need not be used.*

*The following body and chassis modifications may be made: headers, hood scoop (Section 4.R), wheel openings may be radiused for tire clearance. Passenger seat may be removed. Air dams and air spoilers identical to factory optional equipment (OEM) for the body in question may be added.*

*The following are NOT permitted: Streamlining, (4.CC and subsections), Air Ducts (4.A), Air Vents (4.C), Chopping (4.I), and Channeling (4.I.1). Rules for these classes will be strictly enforced to ensure that cars entered are typical of street machines that may be purchased from ANY automobile dealer.*

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

#### **5.E.2.a Production-Supercharged - /PS**

This class is intended for American and foreign coupes and sedans that meet the requirement of the Production Coupe and Sedan Class that are equipped with factory supercharger systems. The vehicle shall be as originally equipped and configured. If the vehicle was originally equipped with one turbocharger, one turbocharger shall be used. If the vehicle was originally equipped with a belt-driven supercharger, a supercharger of that type must be used. 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, shall compete in the Blown GT class.

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

#### **5.E.2.b Production-Supercharged Ute- /PSU**

*This class is intended for utes that are a derivative of an Australian based sedan that meet the requirement of the Production Ute Class that are equipped with factory supercharger systems. The*

*vehicle shall be as originally equipped and configured. If the vehicle was originally equipped with one turbocharger, one turbocharger shall be used. If the vehicle was originally equipped with a belt-driven supercharger, a supercharger of that type must be used.  
Engine classes allowed are B, C, D, E, F, G, H, I and J*

### **5.E.3 Grand Touring Sport - /BGT, /GT**

This class is limited to 2-seat production sports cars like the Corvette, Honda S-2000 or Fiero as well as limited production cars like the Factory Five Cobra manufactured by a recognized automobile manufacturer intended for comfortable high-speed driving. A production rate of at least 500 vehicles of the same model for sale to the general public is considered to meet the requirements of a production automobile.

Body styles produced with jump seating for more than two people like a Datsun 280Z 2+2, Porsche 911 or Honda CRX even though they may only have two seats will be considered a Coupe and Sedan and must run in that class.

The following items shall be retained in stock location and of the same year as the body: frame, floor pan, fenders, hood, grille, drip rails (shall not be filled), windows, door handles, window trim, headlights (high and low beam), taillights, parking lights, stop lights, radiator, front and rear bumpers and horn. Decals are not acceptable as meeting the headlight and taillight requirements. The stock gas tank shall be fitted but need not be used.

The following body and chassis modifications may be made: wheel openings may be radiused for tire clearance, the generator/alternator may be removed, and an 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. All vehicles shall use a seat designed for racing, see Section 3.D.1. The original side panel upholstery or equivalent shall remain. Minor chrome trim and emblems may be removed, and an OEM Air Intake (Section 4.B) may be used. The stock windshield may not be removed or lowered.

Engine swaps in this class;

- Are allowed (e.g. Ford into Ford, Porsche into Porsche, etc.) as long as they were originally used in an automobile produced by the same manufacturer
- Are permitted as long as they are of the same manufacturer (e.g., Ford into Ford, Porsche into Porsche, etc.).

The following are NOT permitted: Streamlining (4.CC and subsections), Air Ducts (4.A), Air Vents (4.C) headlight air intake, Chopping (4.I) and Channeling (4.I.1).

Rules for this class will be strictly enforced to ensure that cars entered therein 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

### **5.E.4 Production Pickup Truck - /PP (Gas Only)**

This class is for 1946 and later American made pickup trucks with full stock bed, unaltered in height, width and 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 (5.E), Production Class (5.E.1) and shall therefore comply with all rules of this category and class.

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

Covering of pickup beds with tarps or panels is allowed. The cover shall be no higher than the edge of the pickup bed. Aftermarket bed caps are allowed but shall not allow any aerodynamic advantage. Pickups may run with the tailgate raised, lowered or removed. The exhaust shall not exit through the pickup bed floor.

Pickups with cab-mounted gas tanks shall have the gas tank removed. The tank shall be relocated to offer no aerodynamic advantage.

Engine classes allowed are: AA, A, B, C, D, E, XO & XF

### **5.E.5 Production Mid/Mini Pickup Truck - P/MP**

This class is for 1972 and later American and foreign made Mid/Mini sized pickup trucks with a full stock bed. The body is unaltered in height, width or contour with all stock 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 supercharged and/or production full-time, four-wheel drive trucks shall compete in the Modified Category, Modified Mid/Mini Pickup class.

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

Covering of pickup beds with tarps or panels is allowed. The cover shall be no higher than the edge of the pickup bed. Aftermarket bed caps are allowed but shall not allow any aerodynamic advantage. Pickups may run with the tailgate raised, lowered or removed. The exhaust shall not exit through the pickup bed floor.

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

## **5.F DIESEL TRUCK CATEGORY**

### **5.F.1 Unlimited Diesel Truck - /UDT**

This class is for diesel-powered trucks only, 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 14,500 lbs. are allowed unlimited engine displacement. Full size trucks are limited to a maximum of 750 cid. Trucks based on Mid/Mini chassis are limited to a maximum of 500 cid.

There are NO engine displacement class breaks; all vehicles shall compete against the same record.

Vehicles that meet the 500 and 750 cid requirement may compete at El Mirage.

Tires shall be certified for vehicle weight and speed of the class record or minimum. Skid plates shall be designed and mounted to prevent any portion of the running gear from damaging the racecourse in the event of tire failure. The skid plates shall NOT be designed to form a belly pan. Roll cages are mandatory and shall be mounted inside the cab. For other technical regulations, refer to other sections of this book.

Any fuel is allowed.

### **5.F.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 shall be used.

Trucks weighing more than 14,500 lbs. are allowed unlimited engine displacement. Full size trucks are limited to a maximum of 750 cid. Trucks based on Mid/Mini chassis are limited to a maximum of 500 cid.

There are NO engine displacement class breaks. All vehicles shall compete against the same record.

Streamlining behind the cab such as elongated bed or similar body work, not to exceed the height of the stock bed, is allowed. Class 8 trucks may have any fairing between the wheels and frame covers not to extend above the top of the rear tires or frame rail, whichever is higher. The body from the back of the cab forward shall not be altered in height, width or length.

Tires shall be certified for vehicle weight and speed of class record or minimum. Skid plates shall be designed and mounted so as to prevent any portion of the running gear from damaging the racecourse in the event of tire failure. The skid plates shall NOT be designed so as to form a belly pan. Streamlining devices are NOT allowed.

Roll cages are mandatory and shall be mounted inside of the cab.

This class shall use event diesel fuel. For other technical regulations refer to other sections of this book.

Vehicles that meet the 500 and 750 cid requirement may compete at El Mirage.

### **5.F.3 Highway Hauler - /HH2 & /HH3**

American and foreign production diesel-powered trucks of not less than 14,500 lbs. The truck shall be unaltered in height, width and contour with all stock panels mounted in the original relationship to each other.

There are NO engine class breaks, and all vehicles shall compete against the same record.

A stock cab shall be used and be mounted in the original location with respect to the chassis. The cab shall 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-fueled 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 in. and setback a maximum of 12 in. from the stock location. Only pure water is allowed for water injection systems. The water injection tank shall be inspected and sealed prior to each record run.

The stock fuel tanks may be removed or retained. The stock fuel tanks shall not contain flammable liquid or vapor. 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 shall be retained. The muffler may be removed, but it shall be replaced by exhaust tubing. Shortening of the exhaust system is not allowed.

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

Trucks shall also be equipped with brake, tail and turn signal lights. Stock headlight housings shall 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 shall bear against the surface of the racetrack. The axle shall be available as a stock item for the truck used.

Wheels and tires shall 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 shall be designed and mounted so as to prevent any portion of the running gear from damaging the racecourse in the event of tire failure. The skid plate shall not be designed so as to form a belly pan.

This class shall 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 shall have equipment available to remove a disabled vehicle from the racecourse.

#### 5.F.4 Diesel Truck - /DT

**This class is for mid/mini and full-size diesel-powered pickup trucks of American or foreign manufacture.** The body shall remain unaltered in height, width and contour, with all stock panels mounted in original relationship to each other. **Air dams (4.CC.1) are allowed. Removal of antenna, wipers, wiper motors, mirrors, trim moldings and emblems are allowed. Any dash board may be used. Roll cages are mandatory. Down bars are allowed. A radiator and/or intercooler shall be mounted behind the grille and be at least as large as the original intercooler or radiator opening. Any pre-'48 truck may have a 3 inch beauty chop. The firewall and cab floorboards may be modified. If equipment is mounted in the truck bed, it must be lower than the bed rails and not extend thru the bed floor. Any ducting, hoses, etc. must be sealed to the bed to prevent air venting.**

**Engine swaps are allowed. Maximum engine setback is 2% of the wheelbase. Driveline (trans and rear end) swaps are allowed. A driveshaft hoop for each section of the drive shaft is required. Front and rear suspension may be modified or replaced for ride height and/or handling. The wheelbase shall be stock. The stock frame shall be used with necessary reinforcement and modifications for suspension, engine and transmission mounts.**

**The exhaust may exit behind the cab above the low pressure area, which for the rules is determined to be a line 45 deg. from the rear cab top extending to the top of the bed rail height. The pipe to floor and bed cap clearance shall be no greater than 1/8 inch to prevent venting of under truck air.**

**The covering of pickup beds with tarps or panels is allowed. The cover shall be no higher than the edge of the pickup bed. Aftermarket bed caps are allowed but shall not allow any aerodynamic advantage. Pickups may run with the tailgate raised, lowered or removed.**

**This class shall use Event Diesel Fuel, Section 2.B. Fuel may be tested.**

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

## SECTION 6 DLRA CAR RECORDS

Classes with no listed record are considered as open.

### SPECIAL CONSTRUCTION CATEGORY

#### Streamliner

| Blown Fuel Streamliner - /BFS |                      |                  |      |             |
|-------------------------------|----------------------|------------------|------|-------------|
| Class                         | Entry                | Driver           | Year | Speed (mph) |
| F/BFS                         | Slaughter Motorsport | Trevor Slaughter | 2013 | 253.700     |

| Unblown Fuel Streamliner - /FS |       |        |      |             |
|--------------------------------|-------|--------|------|-------------|
| Class                          | Entry | Driver | Year | Speed (mph) |
|                                |       |        |      |             |

| Blown Gas Streamliner - /BGS |       |        |      |             |
|------------------------------|-------|--------|------|-------------|
| Class                        | Entry | Driver | Year | Speed (mph) |
|                              |       |        |      |             |

| Unblown Gas Streamliner - /GS |       |                 |                  |                           |
|-------------------------------|-------|-----------------|------------------|---------------------------|
| Class                         | Entry | Driver          | Year             | Speed (mph)               |
| AA/GS                         |       | Allan Murchison | 2002 (2001,2000) | 177.252 (151.725,149.420) |
| B/GS                          |       | Rod Hadfield    | 1991             | 172.89                    |
| G/GS                          |       | Graham Scott    | 2009             | 127.514                   |
| H/GS                          |       | Trevor Clare    | 2013             | 200.200                   |

| Diesel Streamliner - /DS |       |        |      |             |
|--------------------------|-------|--------|------|-------------|
| Class                    | Entry | Driver | Year | Speed (mph) |
|                          |       |        |      |             |

#### Lakesters

| Blown Fuel Lakester - /BFL |                      |               |   |   |
|----------------------------|----------------------|---------------|---|---|
| Class                      | Entry                | Driver        | Year  | Speed (mph)   |
| A/BFL                      |                      | John Lynch    | 2005 (2002, 2001,2000, 1999, 1996,1995, 1994) | 301.729(297.939, 272.809, 270.351, 235.294, 231.86, 219.96, 198.02) |
| F/BFL                      | Empty Pockets Racing | Paul Broughan | 2004  | 203.110   |

| Unblown Fuel Lakester - /FL |       |                  |                   |                           |
|-----------------------------|-------|------------------|-------------------|---------------------------|
| Class                       | Entry | Driver           | Year              | Speed (mph)               |
| AA/FL                       |       | John Dent        | 2014 (1995)       | 220.629 (219.96)          |
| A/FL                        |       | Alan Fountain    | 2010 (2009, 1995) | 234.940 (227.373, 211.50) |
| B/FL                        |       | Kurt Dunn        |                   | 201.320                   |
| D/FL                        |       | Nathan O'Connell | 2014              | 177.148                   |
| E/FL                        |       | Dik Jarman       | 2009              | 152.768                   |

| Blown Gas Lakester - /BGL |                      |               |             |                   |
|---------------------------|----------------------|---------------|-------------|-------------------|
| Class                     | Entry                | Driver        | Year        | Speed (mph)       |
| E/BGL                     |                      | Peter Lewis   | 2014        | 127.015           |
| F/BGL                     |                      | John Broughan | 2004 (2003) | 204.127 (145.155) |
| G/BGL                     | Empty Pockets Racing | John Broughan | 2004        | 204.127           |

| Unblown Gas Lakester - /GL |                      |                       |                        |                                    |
|----------------------------|----------------------|-----------------------|------------------------|------------------------------------|
| Class                      | Entry                | Driver                | Year                   | Speed (mph)                        |
| B/GL                       |                      | Mark Dunn             | 2015 (2013)            | 208.225 (206.009)                  |
| C/GL                       |                      | John Ogilvie          | 2013                   | 178.882                            |
| D/GL                       | Club Animal          | Stephen Charlton      | 2010 (2009,2006, 2005) | 212.854 201.274 (154.526, 125.505) |
| E/GL                       | Spirit of Sunshine   | James Stewart         | 2013 (2010,2009, 1995) | 215.041 (192.051, 160.413, 146.14) |
| G/GL                       | Empty Pockets Racing | John Broughan         | 2002 (2001)            | 130.274 (112.306)                  |
| H/GL                       |                      | Graeme De Courcy Cann | 2006 (2005)            | 68.609 (57.182)                    |
| I/GL                       |                      | Bob Burgess           | 2014                   | 105.291                            |
| XF/GL                      |                      | Bernie Kelly          | 1995 (1993)            | 137.59 (114.49)                    |
| V4/GL                      |                      | Rod Mappin            | 2000                   | 100.516                            |

#### Electric

## Electric - /E

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Turbine

## Turbine - /T

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## VINTAGE CATEGORY

## Modified Roadster

## Blown Fuel Modified Roadster - /BFMR

| Class   | Entry | Driver        | Year              | Speed (mph)             |
|---------|-------|---------------|-------------------|-------------------------|
| B/BFMR  |       | Neil Raymond  | 1995              | 174.10                  |
| D/BFMR  |       | Neil Raymond  | 1994              | 123.73                  |
| E/BFMR  |       | Kevin Saville | 1995 (1996, 1994) | 184.27 (179.12, 153.77) |
| XF/BFMR |       | Mike Davidson | 1998 (1996,1995)  | 176.560 (163.52,162.24) |

## Unblown Fuel Modified Roadster - /FMR

| Class  | Entry | Driver        | Year        | Speed (mph)       |
|--------|-------|---------------|-------------|-------------------|
| A/FMR  |       | Chuck Salmen  | 2000        | 250.069           |
| B/FMR  |       | Neil Davis    | 2014        | 185.672           |
| D/FMR  |       | Gary Tate     | 1994        | 130.21            |
| XF/FMR |       | Mike Davidson | 2004 (2002) | 158.618 (153.087) |

## Blown Gas Modified Roadster - /BGMR

| Class   | Entry | Driver        | Year                   | Speed (mph)                      |
|---------|-------|---------------|------------------------|----------------------------------|
| B/BGMR  |       | Rod Hadfield  | 1990                   | 147.17                           |
| D/BGMR  |       | Neil Raymond  | 1993                   | 96.59                            |
| XF/BGMR |       | Mike Davidson | 1998 (1996, 1995,1994) | 165.337 (162.58, 160.93, 145.08) |

## Unblown Gas Modified Roadster - /GMR

| Class   | Entry      | Driver          | Year  | Speed (mph)  |
|---------|------------|-----------------|---|--|
| B/GMR   |            | Bob Bowman      | 2013 (1991,1990)                            | 179.829 (168.07, 147.17)   |
| C/GMR   |            | Aulis Soderblom | 2006 (2005 2004,2002, 2001,2000, 1999,1996) | 185.013 (180.704, 172.670, 159.334, 149.551, 139.643, 131.338, 120.14) |
| D/GMR   | Team Speed | Ray Cooke       | 2005 (2004,2002, 2000,1998, 1995)           | 171.159 (166.535, 161.608, 161.081, 155.783, 140.01)                   |
| E/GMR   |            | Paul Greaves    | 1994  | 126.11   |
| XF/GMR  |            | Mike Davidson   | 2004(1999,1991)                             | 146.281 (143.027,129.32)   |
| XXF/GMR |            | Mike Davidson   | 1994  | 145.08   |
| V4/GMR  |            | Chuck Sharpe    | 2001(2000,1999)                             | 122.050 (86.738,64.379)  |

## Roadster

## Blown Fuel Roadster - /BFR

| Class | Entry | Driver     | Year | Speed (mph) |
|-------|-------|------------|------|-------------|
| F/BFR |       | Casey Hill | 2000 | 139.805     |

## Unblown Fuel Roadster - /FR

| Class | Entry | Driver        | Year        | Speed (mph)      |
|-------|-------|---------------|-------------|------------------|
| B/FR  |       | Norm Hardinge | 2013 (1993) | 207.218 (140.26) |
| D/FR  |       | Garry Tate    | 1994        | 130.21           |

## Blown Gas Roadster - /BGR

| Class  | Entry | Driver        | Year | Speed (mph) |
|--------|-------|---------------|------|-------------|
| XF/BGR |       | Mike Davidson | 1996 | 162.58      |

## Unblown Gas Roadster - /GR

| Class | Entry | Driver       | Year                         | Speed (mph)                                 |
|-------|-------|--------------|------------------------------|---|
| A/GR  |       | Chuck Salmen | 1995                         | 232.12                                      |
| B/GR  |       | David Haas   | 2013 (2006, 2003,2002, 1991) | 209.132 (195.577, 190.003, 185.854, 168.07) |
| C/GR  |       | Kevin Parker | 1996 (1991)                  | 152.30 (117.93)                             |
| D/GR  |       | Peter Watson | 1998 (1994)                  | 155.783 (122.32)                            |
| E/GR  |       | Jeremy Nunn  | 1995 (1994,1993)             | 134.35 (126.11,105.67)                      |

|       |  |               |             |                  |
|-------|--|---------------|-------------|------------------|
| XF/GR |  | Wayne Mumford | 1999 (1991) | 143.027 (109.76) |
|-------|--|---------------|-------------|------------------|

**Street Roadster**

## Blown Street Roadster - /BSTR

| Class  | Entry | Driver       | Year | Speed (mph) |
|--------|-------|--------------|------|-------------|
| D/BSTR |       | Neil Raymond | 1991 | 120.14      |
| F/BSTR |       | Casey Hill   | 2000 | 124.965     |

## Unblown Street Roadster - /STR

| Class  | Entry | Driver       | Year                              | Speed (mph)   |
|--------|-------|--------------|-----------------------------------|---|
| B/STR  |       | Rod Hadfield | 1991                              | 168.07  |
| C/STR  |       | Ray Charlton | 2005 (2004,2001, 1998,1996, 1993) | 189.294 (178.076, 170.648, 153.326, 153.01, 110.74) |
| E/STR  |       | Paul Greeves | 1996                              | 108.80  |
| F/STR  |       | Casey Hill   | 2000                              | 141.220   |
| XF/STR |       | David Watson | 1991                              | 90.50   |
| XO/STR |       | Paul Greaves | 1995                              | 108.80  |
| V4/STR |       | Cled Davies  | 2002 (2001)                       | 83.104 (69.772)                                     |

**VINTAGE Competition Coupe**

## Blown Vintage Fuel Competition Coupe - /BVFCC

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Vintage Fuel Competition Coupe - /VFCC

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Blown Vintage Gas Competition Coupe - /BVGCC

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Vintage Gas Competition Coupe - /VGCC

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

**VINTAGE Altered Coupe**

## Blown Vintage Fuel Altered Coupe - /BVFALT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Vintage Fuel Altered Coupe - /VFALT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Blown Vintage Gas Altered Coupe - /BVGALT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Vintage Gas Altered Coupe - /VGALT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

**VINTAGE Gas Coupe**

## Blown Vintage Gas Coupe - /BVGC

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Vintage Gas Coupe - /VGC

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

**VINTAGE Oval Track**

## Vintage Oval Track - /VOT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Midget Vintage Oval Track - /MVOT

| Class   | Entry              | Driver        | Year | Speed (mph) |
|---------|--------------------|---------------|------|-------------|
| V4/MVOT | Flat Attack Racing | Mike Davidson | 1990 | 124.27      |

**CLASSIC CATEGORY**

## Classic Blown Fuel Altered -/CBFALT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Classic Fuel Altered -/CFALT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Classic Blown Gas Altered -/CBGALT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Classic Gas Altered -/CGALT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Classic Blown Gas Coupe -/CBGC

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Classic Gas Coupe -/CGC

| Class | Entry | Driver        | Year | Speed (mph) |
|-------|-------|---------------|------|-------------|
| A/CGC |       | John Dent     | 2013 | 202.943     |
| C/CGC |       | Wayne Pickles | 2013 | 200.512     |

## Classic Production -/CPRO

| Class  | Entry | Driver         | Year        | Speed (mph)       |
|--------|-------|----------------|-------------|-------------------|
| F/CPRO |       | Stephen Bridge | 2014 (2013) | 122.808 (117.878) |

## Classic Production Supercharged-/CPS

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

**MODIFIED CATEGORY****Competition Coupe and Sedan**

## Blown Fuel Competition Coupe and Sedan -/BFCC

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Unblown Fuel Competition Coupe and Sedan -/FCC

| Class  | Entry | Driver        | Year        | Speed (mph)       |
|--------|-------|---------------|-------------|-------------------|
| AA/FCC |       | Donald Hudson | 2010 (2009) | 222.194 (192.328) |
| B/FCC  |       | Vic O'Neill   | 2006        | 120.292           |

## Blown Gas Competition Coupe and Sedan -/BGCC

| Class  | Entry | Driver     | Year | Speed (mph) |
|--------|-------|------------|------|-------------|
| B/BGCC |       | Vic O'Neil | 2009 | 142.970     |
| G/BGCC |       | Kyle West  | 2006 | 122.440     |

## Unblown Gas Competition Coupe and Sedan -/GCC

| Class | Entry | Driver          | Year                   | Speed (mph)                         |
|-------|-------|-----------------|------------------------|-------------------------------------|
| A/GCC |       | Debra Dawson    | 2010 (2009)            | 190.799 (190.536)                   |
| B/GCC |       | Steve Williams  | 2013 (2006)            | 201.084 (125.918)                   |
| C/GCC |       | Bob Ellis       | 2005 (2004,2003, 2002) | 204.232 (202.520, 183.729, 169.987) |
| D/GCC |       | Colin Moore     | 2005                   | 132.821                             |
| E/GCC |       | Mathew Saunders | 2010 (2006,2005)       | 173.135 (170.228, 126.404)          |

## Competition Ute

## Blown Fuel Competition Ute -/BFCU

| Class  | Entry | Driver          | Year        | Speed (mph)       |
|--------|-------|-----------------|-------------|-------------------|
| C/BFCU |       | Michael Brixton | 2014 (2013) | 210.526 (176.375) |

## Unblown Fuel Competition Ute -/FCU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Blown Gas Competition Ute -/BGCU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Unblown Gas Competition Ute -/GCU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Altered Coupe

## Blown Fuel Altered Coupe -/BFALT

| Class   | Entry | Driver       | Year        | Speed (mph)       |
|---------|-------|--------------|-------------|-------------------|
| A/BFALT |       | Rod Hadfield | 1999 (1996) | 212.244 (188.01)  |
| C/BFALT |       | Jason VanDyk | 2005 (2004) | 206.967 (171.428) |

## Unblown Fuel Altered Coupe -/FALT

| Class   | Entry | Driver       | Year        | Speed (mph)       |
|---------|-------|--------------|-------------|-------------------|
| AA/FALT |       | Rod Hadfield | 2003 (2001) | 259.067 (229.767) |

## Blown Gas Altered Coupe -/BGALT

| Class   | Entry | Driver      | Year        | Speed (mph)       |
|---------|-------|-------------|-------------|-------------------|
| B/BGALT |       | Alan Kulari | 2010 (2009) | 179.901 (160.513) |
| E/BGALT |       | Ray Tully   | 1996        | 128.35            |

## Unblown Gas Altered Coupe -/GALT

| Class    | Entry | Driver        | Year              | Speed (mph)               |
|----------|-------|---------------|-------------------|---------------------------|
| AA/GALT  |       | Mark Love     | 2013 (2006)       | 259.086, 216.467          |
| A/GALT   |       | Leigh Fielder | 2000 (1996)       | 238.331 (211.50)          |
| B/GALT   |       | Alan Kulari   | 2010              | 179.901 (160.513)         |
| C/GALT   |       | Leigh Fielder | 2004 (1995)       | 218.512 (198.50)          |
| D/GALT   |       | David Harris  | 2014              | 171.331                   |
| E/GALT   |       | Ray Tully     | 1996 (1995)       | 128.35 (109.02)           |
| G/GALT   |       | Dean Smith    | 1999 (1998, 1995) | 119.944 (117.429, 114.37) |
| XF/VGALT |       | Bill Marshall | 1994              | 86.14                     |

## Altered Ute

## Blown Fuel Altered Ute -/BFALTU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Unblown Fuel Altered Ute - /FALTU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Blown Gas Altered Ute - /BGALTU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Unblown Gas Altered Ute- /GALTU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Gas Coupe / Sedan

## Blown Gas Coupe - /BGC

| Class   | Entry | Driver          | Year              | Speed (mph)                |
|---------|-------|-----------------|-------------------|----------------------------|
| AA/BGC  |       | David Patterson | 2010              | 163.369                    |
| B/BGC   |       | Norman Bradshaw | 2013 (2010, 2009) | 250.906, 192.153 (188.333) |
| D/BGC   |       | Gary Myers      | 2001              | 170.003                    |
| G/BGC   |       | John Dickinson  | 2009              | 148.490                    |
| J/BGC   |       | Leigh Russell   | 2003 (2001,2000)  | 129.682 (112.324,108.692)  |
| XO/BVGC |       | Dennis Boundy   | 2009              | 113.478                    |

## Unblown Gas Coupe - /GC

| Class | Entry | Driver          | Year                                    | Speed (mph)  |
|-------|-------|-----------------|---|--|
| A/GC  |       | Norm Bradshaw   | 2005                                    | 202.440  |
| B/GC  |       | Gordon Hallahan | 2010 (2009, 1995)                       | 174.039 (168.161, 148.05)                                  |
| C/GC  |       | Tobias Breen    | 2013 (2004, 2003,2001, 1999, 1995,1991) | 198.621 (169.141, 160.529, 148.0, 138.846, 124.42, 122.77) |
| D/GC  |       | Mark Hadfield   | 2004 (1991,1990)                        | 195.047 (152.82, 88.66)                                    |
| E/GC  |       | Joel Jones      | 2014 (2009, 2006)                       | 135.788 (128.442, 108.169)                                 |
| F/GC  |       | Don Noble       | 2006 (2005)                             | 141.187 (137.988)  |
| G/GC  |       | Ian Hancock     | 2013 (1990)                             | 112.272 (57.28)  |

## Gas Ute

## Blown Gas Ute - /BGCU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Unblown Gas Ute - /GCU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

## Modified Sports

## Blown Fuel Modified Sports - /BFMS

| Class  | Entry | Driver      | Year | Speed (mph) |
|--------|-------|-------------|------|-------------|
| C/BFMS |       | Gary Satara | 2013 | 182.408     |
| F/BFMS |       | David Pike  | 2010 | 189.883     |

## Blown Modified Sports - /BMS

| Class | Entry | Driver        | Year        | Speed (mph)       |
|-------|-------|---------------|-------------|-------------------|
| E/BMS |       | Thomas Rabold | 2014 (2013) | 198.456 (180.605) |

## Unblown Modified Sports - /MS

| Class | Entry | Driver         | Year | Speed (mph) |
|-------|-------|----------------|------|-------------|
| B/MS  |       | Bill Heeremans | 2009 | 130.302     |
| C/MS  |       | Doug Odom      | 2001 | 220.237     |
| E/MS  |       | Gail Phillips  | 2001 | 205.538     |
| F/MS  |       | Stephen Muller | 2010 | 127.370     |

## Modified Pickup Truck



Modified Pickup - /MP  
Modified Mid/Mini Pickup - MMP

| Class | Entry | Driver          | Year              | Speed (mph)               |
|-------|-------|-----------------|-------------------|---------------------------|
| C/MP  |       | Adrian Reid     | 2013 (2001, 1995) | 175.987 (118.561, 103.96) |
| H/MP  |       | Brian Gursansky | 1994              | 101.45                    |
| XF/MP |       | Mike Bowden     | 1996              | 138.85                    |
| D/MMP |       | Steve Morgan    | 2009              | 152.654                   |

**PRODUCTION CATEGORY**

Production Coupe and Sedan - /PRO

| Class   | Entry | Driver            | Year   | Speed (mph)  |
|---------|-------|-------------------|--|--|
| A/PRO   |       | Norm Bradshaw     | 2004 (2003,2002)   | 194.887 (187.696, 170.43)  |
| B/PRO   |       | Michael Bowden    | 2006 (2005,2004, 1993)   | 177.909 (175.781, 173.210, 127.04)   |
| C/PRO   |       | Wayne Pickles     | 2010 (2006,2005, 2003,2002, 2001,2000, 1999,1998, 1996,1994, 1991) | 217.155 (199.225, 193.579, 190.184, 186.912, 181.689, 168.123, 163.383, 162.339, 142.48, 137.84, 123.46) |
| D/PRO   |       | Daryl Chalmers    | 2015 (2013,2002,1995,1994,1990)                                    | 211.528 (181.846, 179.104, 171.18,165.61,95.59)  |
| E/PRO   |       | Max Ellery        | 2010 (2009,2004, 2003,2002, 1996,1991, 1990)                       | 179.928 (165.039, 160.007, 155.844, 136.798, 121.64, 107.13, 97.68)                                      |
| F/PRO   |       | Don Noble         | 2003 (2002)  | 140.274, (125.47)  |
| G/PRO   |       | Christopher Peers | 2009 (2003)  | 127.551 (117.527)  |
| H/PRO   |       | Rebecka Tucker    | 2006 (1998,1994,1991)  | 125.226 (117.429, 103.28, 93.02)   |
| I/PRO   |       | Leigh Russell     | 2002   | 96.331   |
| J/PRO   |       | Leigh Russell     | 2003   | 101.715  |
| XF/PRO  |       | Graeme Holden     | 1995 (1994,1993)   | 123.88 (116.21, 97.06)   |
| XO/PRO  |       | Dennis Boundy     | 2004 (2003)  | 113.075 (111.124, 107.120)   |
| XXO/PRO |       |                   |  |  |

Production Ute - /PROU

| Class  | Entry | Driver       | Year | Speed (mph) |
|--------|-------|--------------|------|-------------|
| C/PROU |       | Adrian Reid  | 2015 | 179.569     |
| D/PROU |       | Chris Hanlon | 2013 | 178.998     |

Production Supercharged - /PS

| Class | Entry | Driver         | Year        | Speed (mph)       |
|-------|-------|----------------|-------------|-------------------|
| E/PS  |       | Steven Main    | 2014 (2013) | 181.736 (171.977) |
| H/PS  |       | Stephen Muller | 2013        | 115.163           |

Production Supercharged Ute- /PSU

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

Blown Grand Touring Sports - /BGT

| Class | Entry | Driver | Year | Speed (mph) |
|-------|-------|--------|------|-------------|
|       |       |        |      |             |

Unblown Grand Touring Sports - /GT

| Class | Entry | Driver         | Year              | Speed (mph)                |
|-------|-------|----------------|-------------------|----------------------------|
| E/GT  |       | Phil Shephard  | 2010 (2009, 2004) | 161.870 (149.253, 146.127) |
| F/GT  |       | Stephen Bridge | 2010              | 139.919                    |
| H/GT  |       | Hugo Halls     | 2013              | 80.504                     |

Production Pickup - /PP

| Class | Entry | Driver            | Year              | Speed (mph)              |
|-------|-------|-------------------|-------------------|--------------------------|
| C/PP  |       | Chris Hanlon      | 2013 (1994, 1990) | 184.985, 117.30 (112.14) |
| D/PP  |       | Garth Butterworth | 1990              | 100.04                   |
| E/PP  |       | Mike Davidson     | 2000 (1994)       | 122.299 (112.58)         |
| XF/PP |       | Mike Bowden       | 1994              | 100.59                   |
| XO/PP |       | Peter Byron       | 1994 (1993)       | 109.28 (101.31)          |

Mid/Mini Production Pickup - MM/PP

| Class   | Entry              | Driver        | Year | Speed (mph) |
|---------|--------------------|---------------|------|-------------|
| E/MM/PP | Flat Attack Racing | Mike Davidson | 2000 | 122.299     |
| H/MM/PP |                    | Kay Gursansky | 1991 | 93.02       |

**DIESEL TRUCK CATEGORY**

## Diesel Truck - /DT

| Class | Entry | Driver         | Year              | Speed (mph)                |
|-------|-------|----------------|-------------------|----------------------------|
| U/DT  |       | Gavin Manning  | 2010 (2009, 2005) | 155.749 (133.779, 133.769) |
| NA/DT |       | Steven Vorwerk | 2006              | 111.707                    |

**RETIRED RECORDS**

## GO-KART

| Class          | Entry | Driver       | Year | Speed (mph) |
|----------------|-------|--------------|------|-------------|
|                |       | Luke Moore   | 1995 | 78.03       |
| 2008 Superkart |       | Rod Prickett | 2009 | 112.951     |

## UTE

| Class    | Entry | Driver          | Year | Speed (mph) |
|----------|-------|-----------------|------|-------------|
| A/UTE    |       | Michael Brixton | 2010 | 175.080     |
|          |       | Roy Brand       | 2006 | 124.584     |
| C-M/UTE  |       | Chris Hanlon    | 2004 | 165.654     |
| C-MF/UTE |       | Chris Hanlon    | 2004 | 174.961     |

## TRACTOR

| Class | Entry | Driver        | Year | Speed (mph) |
|-------|-------|---------------|------|-------------|
|       |       | Darren Visser | 2006 | 55.878      |

## SECTION 7 MOTORCYCLE COMPETITION SPECIFICATIONS

Following are the rules governing motorcycles participating in the DLRA Speed Trials.

### 7.A GENERAL REQUIREMENTS FOR MOTORCYCLES

#### 7.A.1 Rider's License:

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

#### 7.A.2 Event Procedures:

Speed Trials operating procedures shall be the same as Section 1.

***All motorcycle competitors are reminded to read Section 1 of the rules as this section applies to all competitors and crew.***

#### 7.A.3 Production Class Records:

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 substantiating the production design of the entry.

#### 7.A.4 New Race Vehicles:

It is strongly recommended that all new Special Construction class (A, APS, Streamliner, SC, or SCS) vehicles, or vehicles in these classes that have been extensively modified, be submitted for a pre-event inspection by the Technical Committee. If not practical because of distance, photographs and drawing may be submitted to the Technical Committee Chairman, see Section 9.

#### 7.A.5 Appearance:

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

#### 7.A.6 Rule Changes:

Any active DLRA member may submit a request for a rule change or clarification at any time by obtaining the proper form on-line at [www.dlra.org.au](http://www.dlra.org.au) or the motorcycle tech. trailer at an event. The form shall be completely filled out and shall be submitted by Australia Post mail or submitted on-line to [info@dlra.org.au](mailto:info@dlra.org.au). The forms will be routed through the appropriate technical chair and committees for comment. When all appropriate research is completed, issues will be put on the agenda for discussion at the next scheduled rules meeting (*usually in May, September, January of each year*). Submissions received after 1<sup>st</sup> May of any year will not be considered for that year's agenda **All requests for deviations from any rule contained in this Rule Book shall be submitted in writing in accordance with the RULE DEVIATION PROCEDURE, Section 1.R.**

#### 7.A.7 Rider Position:

Any reference to a location relative to the position of a "Rider" will be as follows:

Forward of the rider is defined as any area from the most forward edge of the motorcycle to the silhouette of the rider as viewed from the side, excluding the hands and forearms. Behind the rider is defined as any area from the most rearward edge of the motorcycle to the silhouette of the rider as viewed from the side.

#### 7.A.8 OEM/Original:

The term "OEM" or "original" is defined as a manufacturer's original equipment for the particular make, model and year of the motorcycle.

### 7.B MOTORCYCLE TECHNICAL SPECIFICATIONS & REQUIREMENTS:

#### 7.B.1 Number/Classes:

All entries shall have the number and class on each side of the motorcycle, which shall be clearly visible with the rider in the riding position. Numbers shall be a minimum of 3 in. high by 1 in. wide, class

designation characters shall be a minimum of 1 in. high; both must contrast with the background on which they are applied.

**Number and Class designation are to be in one place, grouped together on the motorcycle.**

Number/class may be applied to a surface on the motorcycle or number plates may be used. Number plates shall be securely mounted with a minimum dimension of 6 in. by 8 in. and a maximum dimension of 10 in. by 12 in., with a minimum corner radius of 1 in. Number plate location is dependent on specific class rules.

**7.B.2 Engine Shut-off Requirements:**

**7.B.2.1 Engine Stop Switch:**

All motorcycles shall have a positive-off kill switch that is able to stop a running engine, remain shut off once activated, and be operated without removing the rider's hands from the handlebar grips.

**7.B.2.2 Ignition Kill Switch Lanyard:**

All motorcycles, **except streamliners**, shall be equipped with a tether-type mechanical device attached to the vehicle and the rider so the engine ignition is shut off if the rider becomes separated from the motorcycle.

**7.B.2.3 Fuel Pump Stop Lanyard:**

If the ignition kill lanyard does not shut off the fuel pump, the motorcycle shall be equipped with a tether-type shut-off device attached to the vehicle and the rider so the fuel pump is shut off if the rider becomes separated from the motorcycle.

**7.B.2.4 Gasoline Shut-off:**

Gasoline class motorcycles shall have a fuel shut-off operable from a normal riding position. A fuel petcock will comply with this requirement if it is within reach of the seated rider. No plastic fuel petcocks or fuel filters are allowed.

**7.B.2.5 Fuel Shut-off:**

Fuel motorcycles shall have a fuel shut-off operable without moving the hands from the handlebar grips.

**7.B.3 Throttle:**

A self-closing throttle shall be fitted to all motorcycles.

**7.B.4 Controls:**

Control levers shall have at least a ½ in. diameter round ball end. The handlebars shall locate the hands outside the width of the fork tubes. It is suggested that the configuration of the handlebar(s) locate the thumbs at least 10 in. apart. An entrant may be required to demonstrate low speed handling and stability to meet this requirement. Handlebars shall be made of steel, aluminum, titanium or other material approved by the Technical Committee.

**7.B.5 Headlights and Lenses:**

All plastic or glass lenses shall be taped to retain breakage. On headlights, the tape is limited to the glass lens. To avoid heat build-up, lamps may be rendered inoperative.

**7.B.6 Mirrors:**

Mirrors shall be removed unless integrated into the fairing. The mirror glass shall be taped or removed.

**7.B.7 Foot Rests:**

Footrests shall be provided as per requirements of the class entered and the rider shall use them during the entire run. Foot controls shall be operable with feet on the footrests. Only one set of rests is allowed.

**7.B.8 Tire Requirements:**

**All ZR or lower rated tires shall have been produced within the last 10 years as of the date of the current event.** Sidewall date coding will be checked.

Tubeless, bias ply type tires may be run with tubes. Tires designed for use on the drive wheel in drag racing will not be allowed. It is the responsibility of the entrant to check inflation pressures and tire and wheel condition immediately before and after every run.

All motorcycle entries, including streamliners and sidecars, shall use tires with an appropriate speed rating. The required speed rating is governed by the record speed in the class entered.

|                       |   |
|-----------------------|---|
| <b>0 to 50 MPH</b>    | <b>Any production tire designed for motorcycle use is permitted.</b>  |
| <b>51 to 130 MPH</b>  | <b>Production tire maximum speed rating J=62 MPH, K=68 MPH, L=74 MPH, M=81 MPH, N=87 MPH, P=94 MPH, Q=100 MPH, R=106 MPH, S=112 MPH, T=118 MPH, U=124 MPH, H=130 MPH</b>                          |
| <b>131 to 150 MPH</b> | <b>Production tires with a speed rating of V or higher.</b>   |
| <b>151 to 199 MPH</b> | <b>Production tires with a speed rating of ZR or special tires for racing as designated by the manufacturer. Production tires with a speed rating of V, if shaved, can be used up to 200 MPH.</b> |
| <b>200 MPH+</b>       | <b>In excess of 200 MPH special tires for racing as designated by the manufacturer must be used.</b>  |
| <b>265 MPH+</b>       | <b>Contestants shall use LSR or other tires as approved by the Motorcycle Technical Committee, Section 9.</b>   |

Any tire deviation or the use of any non-pneumatic wheel/tire combination shall be submitted **in writing in accordance with the RULE DEVIATION procedure, Section 1.R.** Any wheel/tire combination that has a square edge at the tread/sidewall is strictly forbidden.

#### **7.B.9 Valve Stems and Caps:**

All tire valve stems shall be fitted with metal valve caps. Tubeless tires shall use metal valve stems. Tube type tires with rubber valve stems that are angled relative to the rotational plane of the wheel shall have those valve stems secured to resist centrifugal force deflection. Safety wire or other approved restraining device is required.

#### **7.B.10 Wheels:**

Wheels shall have a minimum nominal diameter of 15 in. *or be OEM* except in the Sidecar and Streamliner classes. It is highly recommended that strict attention be paid to wheel alignment, wheel balance, spoke tension and tire run-out. Non-cross ventilated front wheels are not allowed except in the sidecar and streamliner classes if the wheel is fully enclosed by the body work. It is **REQUIRED** that front wheels be cross ventilated by an area equal to at least 25% of nominal rim circle area. Non-cross ventilated wheels rear wheels are allowed. Wheel discs may be installed on the rear wheel only, and must be installed in a workmanship like manner. Installation methods will be closely scrutinized. No front wheel discs are permitted.

#### **7.B.11 Gasoline:**

The addition of a power additive or changes of any nature (other than oil designated for lubrication only) to GASOLINE is prohibited. The penalty for violation of this standard shall be disqualification. See Section 2.B.

#### **7.B.12 Fuels:**

In fuel classes, any approved liquid fuel may be used, see Section 2.B.

#### **7.B.13 RESERVED**

#### **7.B.14 Unsafe Motorcycle:**

If a Technical Inspector or the Chief Starter judges a motorcycle unsafe it will not be allowed to compete.

#### **7.B.15 Wheel Retention:**

All axle-retaining nuts, pinch bolts and axle caps **and axles** shall be safety wired or otherwise secured by visually verifiable means. Lock washers, self-locking nuts or thread-locking compounds do not meet this requirement.

**7.B.16 Tow Starts:**

Dead motor tow starts will not be permitted except for Streamliners. This requirement includes designated warm-up areas.

**7.B.17 Steering Damper:**

Required in all classes.

**7.B.18 Seat and Saddle:**

No part of the seat or saddle or anything to the rear of these may be more than 36 in. above the ground when the motorcycle is loaded. Exception: OEM configuration in Production classes only unless specifically permitted by class rules.

**7.B.19 Chassis and Steering:**

All motorcycle entries shall use handlebars for steering control. All moving parts of the steering system shall operate freely without excessive play. It is recommended that all steering system components be visually inspected on a frequent basis.

Fork stops shall 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. In all classes other than Production and Modified Production, fork stops shall limit fork travel to 15 deg. right and left (30 deg. total).

A functional shock absorber is required for each sprung wheel.

**7.B.20 Exhaust:**

All exhaust system outlets shall be directed away from rider, the rear tire and the course surface. All blow-off valves, waste gates and burst panels must point away from the rider.

**7.B.21 Nitrous Oxide Systems:**

Nitrous Oxide bottles and lines are considered a part 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(s) shall be clearly indicated. Nitrous oxide installations shall provide crash protection for the bottle shut off valve. When competing in the gas classes, all nitrous oxide bottles, lines, and solenoids shall be removed. Injectors may be removed or capped.

The Nitrous Oxide bottle pressure relief valve shall be vented away from the engine and rider, if located in an enclosed area, and shall be vented to the outside by a rigid line.

Nitrous oxide systems shall be equipped with a device that shuts off the nitrous oxide if the rider becomes separated from the motorcycle.

**7.B.22 Chain Guard:**

All chain or belt driven motorcycle entries (Streamliners see Section 7.H.22) shall be equipped with a steel or aluminum chain or belt guard. If the guard is made of steel it shall be at least 3/32 in. thick, or if aluminum, at least 1/8 in. thick. Guards shall be securely mounted in at least two places. The top run shall be at least 1-1/2 times the overall width of the chain or at least ¼ in. wider than the belt.

The chain/belt shall be guarded from the center of the front sprocket to the rear most edge of the rear sprocket measured vertically. Primary drives or exposed clutches shall have a side cover to prevent rider from getting entangled. OEM chain guards may not be adequate.

**7.B.23 Brakes:**

Rear brakes are required and shall be an internal expanding drum type or disc brake. Actuation may be from a foot pedal or handlebar lever.

**7.B.24 Ballast:**

Ballast may be used in all categories. All ballast shall be located ahead of the rear axle (except Sidecars and Streamliners). Ballast mounting tabs can extend past the axle. Ballast shall be securely mounted, i.e. bolted to the frame structure. The use of hose clamps, wire, strapping, tape, and tie wraps, etc. for securing weight or ballast is prohibited. Ballast shall not be used to streamline the vehicle. Visible ballast is not allowed in Production classes.

#### **7.B.25 Fuel Systems:**

The complete fuel system shall be well constructed and securely mounted. The fuel fill cap/cover shall fit securely. All non-valve portions of fuel or gas lines (including saddle tank crossover lines), shall have fire-resistant or fireproof connecting lines and fittings. Aero/quip fire sleeve cover meets this requirement. Plastic fuel lines are not permitted, except certified clear fuel lines, clearly marked on the fuel line by the manufacturer as for fuel application. A metal clamp shall be on each connection of flexible fuel line. Nitrous Oxide cylinders or any other type of oxidizer cylinder are considered the same as fuel tanks.

#### **7.B.26 Batteries:**

All batteries shall be properly secured with metal hold-downs, framework and fasteners. Plastic tie-downs are not allowed. OEM battery hold-downs may not be adequate.

#### **7.B.27 RESERVED**

#### **7.B.28 Windshields and Windscreens:**

All windshields and windscreens shall be made of shatter-resistant plastic, such as polycarbonate (Lexan).

#### **7.B.29 Cooling System:**

Any combustible or flammable coolants are strictly prohibited.

#### **7.B.30 Externally mounted equipment e.g. cameras:**

***All externally mounted equipment e.g. cameras, dataloggers, GPS units etc. must be securely mounted and have a separate lanyard fitted which attaches the unit to the race vehicle. All vehicles fitted with such equipment must be presented at technical inspection with that equipment fitted to the vehicle.***

#### **7.B.31 Front Wheel Drive and Two Wheel Drive:**

***Front wheel drive and two wheel drive systems are allowed only in Special Construction or in the Production Category where the competing vehicle was originally equipped with front wheel drive or two wheel drive.***

### **7.C RIDING APPAREL:**

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

#### **7.C.1 Rider's Helmet:**

All riders shall wear a full-face helmet with face shield, which shall meet Snell Foundation M2005 or later specifications **or European ECE 22.05 or E 22.05, 2010 or newer**. No open face helmets will be allowed. Helmets will be visually inspected at least once each year. Helmets shall be undamaged, unmodified and in serviceable condition. Eyeglasses worn under the helmet shall be shatterproof. Riders shall demonstrate proper helmet fit and "roll-off" resistance. Helmets for motorcycle streamliners shall comply with section 3.A.2.

***Helmets with a yellow strap are not motorcycle helmets and will not be accepted for motorcycle use, except in motorcycle streamliners.***

***All helmets must be less than ten years old.***

#### **7.C.2 Leathers:**

One-piece or two-piece 350 deg. (zipped together) all leather is required **and the zipper must be sewn to the leather**. Limited perforations **and cloth or non-cloth panels** are allowed in armpit and **at** back of the knee **if fire resistant (kevlar, nomex or similar), if not fire resistant, then fire resistant underwear is to be worn. No single panel can be larger than a total of 12 square inches each.**

Fairing **or hump** (leather or cloth only) on the back of leathers is allowed in partial streamlined classes only.

**A back protector is mandatory in all classes.**

#### 7.C.3 Boots:

Zipper, buckle or lace-up leather boots of substantial construction are required and shall be at least 8 in. high.

#### 7.C.4 Gloves:

Leather gloves are required. No perforated or skeleton gloves are permitted.

#### 7.C.5 Body Armour:

**Where the class record is Above 200 MPH, full body armour is highly recommended. It is highly recommended that fire proof undergarments be used where the existing class record is above 200 MPH. A back protector is required in all sit on motorcycle classes**

### 7.D CLASSIFICATION of DISPLACEMENTS, FRAMES, ENGINES, and ENGINE TYPES:

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

#### 7.D.1 Designated 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                               |

#### 7.D.2 Designated Engine Class

|      |                                       |
|------|---------------------------------------|
| BF   | Supercharged Engine: Fuel             |
| BG   | Supercharged Engine: Gasoline         |
| F    | Modified Engine: Fuel                 |
| G    | Modified Engine: Gasoline             |
| P    | Production                            |
| PB   | Production Supercharged               |
| PBF  | Supercharged Push Rod Engine: Fuel    |
| PBG  | Supercharged Push Rod Engine: Gas     |
| PF   | Push Rod Engine: Fuel                 |
| PG   | Push Rod Engine: Gasoline             |
| PP   | Production Push Rod                   |
| PV   | Production Vintage                    |
| VPF  | Supercharged Vintage Engine: Fuel     |
| VPBG | Supercharged Vintage Engine: Gasoline |
| VF   | Vintage Engine: Fuel                  |
| VG   | Vintage Engine: Gasoline              |
| Ω    | Steam, Turbine or Electric            |

#### 7.D.3 Engine Displacement Classes:

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



Displacement shall 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 in. (.508 mm) beyond that which provides maximum displacement for the class **only if the OEM bore diameter is within .020in. (.508 mm) of the maximum class displacement.** In all cases, the resulting displacement shall be exceeded to qualify for the next higher class. The .020 in. (.508 mm) will be discounted for record certification and will be noted on the certification card and in the logbook.

Vintage engines are allowed +.050 in. overbore, see section 7.J.10.

#### 7.D.4 Frame Class

| Frame Class | Engine Classes Available                  | Max Displ.   | Max No. of Engines: |
|-------------|---|--------------|---------------------|
| P           | P, PP, PB, PPB, PV                        | 3000         | 1                   |
| M           | All except UG, UF, P, PP, PB, PPB & PV    | 3000         | 1                   |
| MPS         | All except UG, UF, P, PP, PB, PPB & PV    | 3000         | 1                   |
| A           | All except UG, UF, P, PP, PB, PPB, PV & Ω | 3001 & above | 4                   |
| APS         | All except UG & UF, P, PP, PB, PPB, & PV  | 3001 & above | 4                   |
| S           | All except P, PP, PB, PPB & PV            | 3001 & above | 4                   |
| SC          | All except UG, UF, P, PP, PB, PPB, PV & Ω | 3001 & above | 2                   |
| SCS         | All except P, PP, PB, PPB & PV            | 3001 & above | 4                   |

Classes defined and not restricted under items 7.D.1, 7.D.2, 7.D.3 and 7.D.4 are open for competition.

#### 7.E PRODUCTION

This class is limited to production, street-legal motorcycles of which 500 or more have been produced and which are available for sale to the general public through retail motorcycle dealers. Motorcycles in this class shall be equipped with full lighting equipment, frame, forks, wheels, brakes, gas and oil tank (if OEM), fenders and seat. The motorcycle must appear identical in all respects to the production model it represents, including the intake air box and exhaust system. The exhaust system, looking at the end (down its centerline) shall be unmodified, i.e. 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 shall be out of view.

Custom painting or decal removal does not violate the production class appearance rule however smoothing, filling, removal of badges, emblems or garnish trim or other physical changes are not permitted. Production class 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 at the time of the record certification inspection.

The only modifications which may or shall be made are as follows:

##### 7.E.1.1 Handlebars:

Any shape may be fitted to OEM handle bar mounts except those which extend more than 15 in. above, 4 in. in front of, or 4 in. below the OEM handle bar mounts. Controls and switches must remain OEM.

##### 7.E.1.2 Footrests:

OEM rider footrests must be used. Passenger footrests and their supporting brackets shall be removed unless integrated into the frame or used for a purpose other than holding the footrest, e.g. muffler bracket.

##### 7.E.1.3 Side and Center Stands:

These may be removed.

##### 7.E.1.4 Air Cleaner Element, Toolbox, and License Plate Bracket:

Air cleaner element and toolbox may be removed. The license plate bracket must remain.

**7.E.1.5 Number/Class:**

Number plates, if used, shall be located behind the rider, ahead of a vertical centerline and above a horizontal centerline of the rear axle.

**7.E.1.6 Lighting Equipment and Instruments:**

**Shall be exactly the same as fitted to the original model when it was sold. Adjustable headlights must have the lens mounted in the vertical position.** Reflectors, turn signal lights, and their supporting brackets may be removed only if not integrated with the body fairing. To avoid heat buildup, lamps may be rendered inoperative. **Visible Non-OEM items are not permitted, except for required safety equipment.**

**7.E.1.7 Fairings, Windshields, Seats and Side Panels:**

Parts that are factory equipment standard for the particular model shall remain on the motorcycle and be unaltered in height, width, and contour.

**7.E.1.8 Tires:**

See Section 7.B.8.

**7.E.1.9 Chain Guard:**

See section 7.B.22.

**7.E.1.10 Wheel Rims:**

Rims may be changed only if necessary to obtain tires that meet the necessary tire requirements.

**7.E.1.11 Suspension Height Adjustment:**

OEM Specification for minimum ground clearance shall be met.

**7.E.1.12 Rear Sprocket:**

Front and rear sprocket/pulley size is optional; OEM chain size/belt width must be maintained.

**7.E.1.13 Accessories/Options**

Any accessory or option available for the make, model and year of the motorcycle will only be allowed if it is delivered from the factory direct with the accessory or option installed. Accessories and Options that are installed after delivery from the factory are not allowed.

**7.F MODIFIED PRODUCTION**

The Modified Class is intended for "modified" production models and not purpose-built racing bikes. This class includes all On Road, On-Off Road and Off Road only models and limited production models **(more than 50)**.

This class does not include factory produced road racing or any other "works" racing models.

The requirements for this class include:

- An OEM frame must be used. Steering head angle may be altered, but must remain in its original location. Swing arm length, type and mounting method may be altered. Brackets, braces, mounts, gussets, etc. may be moved, modified or removed. Perimeter type frame engine cradle tubes must remain unmodified. Spar-style main frame spars must remain unmodified. "Main frame spars" are defined as the large formed tubes which connect the steering neck to the engine mounts and swing arm pivot.
- The engine shall be from the same manufacturer as the frame.
- A single engine with maximum displacement limited to 3000cc.
- A maximum wheelbase not to exceed the original OEM specification plus 10%. Entrants shall provide acceptable documentation for record certification.
- Handlebar grips and rider seating position shall be above the top of the rear tires with the rider seated, unless original OEM design.

- Gas tanks, if not original equipment to the production model, shall have a minimum capacity of 5 liters or 1.32 gallons.
- OEM lights, instruments, fenders, gas and oil tanks, seat, forks, swing arm, shocks, brakes and wheels are optional.

Bikes that meet the requirements for the Modified Production Class by definition cannot run in the Special Construction Class.

**7.F.1 Foot Rests:**

Shall be ahead of the rear axle at least by 6 in.

**7.F.2 Optional Exhaust Systems:**

Exhaust pipes may not extend behind rear edge of **the motorcycle**.

**7.F.3 Number/Class Designation Plates:**

See Section 7.B.1.

**7.F.4 Fenders:**

**7.F.4.1 Front Fenders:**

A front fender is optional, and if used shall comply with the following: the front wheel and tire shall be visible from either side for a continuous 210 deg. of their circumference. The front of the fender shall not extend lower than 5 in. above a horizontal line drawn through the front axle. The perimeter of the fender shall not be farther than 1.750 in. from the tread. The sides of the fender may fair into the fork tubes, but shall not be over 2 in. wider overall than these parts.

**7.F.4.2 Rear Fenders:**

Rear fenders shall extend rearward 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 the fender requirements. All fenders shall be of sufficient strength to resist deflection at speed.

**7.F.5 RESERVED**

**7.F.6 Axles:**

All axles shall be of steel alloy or titanium.

**7.F.7 Forks:**

The forks shall be of sufficient strength for the motorcycle in question. Center hub steering and equivalent or derivative of this design is not permitted in this class unless factory produced for the model.

**7.F.8 Brakes:**

See section 7.B.23.

**7.F.9 Chain Guard:**

See section 7.B.22.

**7.F.10 Engines:**

Only a single engine with a maximum engine displacement of 3000cc is allowed. Multiple engines are not permitted in this class.

**7.F.11 Open Class:**

No streamlining is permitted in the open motorcycle class. Streamlining is defined as any devices or objects forward of the rider that have the apparent effect of directing, limiting, or controlling airflow around the motorcycle or rider.

1. Seat or tail section shall conform to partial streamlining rules.

2. Un-modified OEM air inlet scoops, OEM instruments, OEM instrument panels and/or OEM headlights mounted with un-modified OEM mounts in the OEM location are allowed in the Open class and **therefore** meet the non-streamlining rule.

Documentation to verify OEM parts shall be made available to the inspector by the competitor.

Motorcycles using non-OEM instruments, or OEM instruments not using OEM mounts, must be mounted within an area defined as no farther forward than 6 in. in front of the leading edge of the upper triple clamp nor more than 4 in. above the top of the upper triple clamp nor more than 2 in. below the top of the upper triple clamp nor wider than 1 in. outside of each fork tube.

#### **7.F.12 Partial Streamlining:**

The following rules apply to motorcycles not using OEM components (or replicas of those components), or using a fairing, bodywork or tail section on a production model that was not originally equipped with the components used.

No part of the fairing ahead of the front axle may be lower than the top of the front rim at the axle vertical centerline or be forward of the front edge of the rim. Forward front fender coverage may not extend lower than a horizontal line through the front axle. There shall be no streamlining forward of the front edge of the front rim. There shall be no streamlining other than a seat, tail section **or fender** to the rear of the rider's body, and the seat, tail section **or fender** may not cover any of the wheel when viewed from the side. If a streamlined seat, tail section **or fender** is used it cannot extend further to the rear than a vertical line at the rear edge of the rear tire or be more than 36 in. from the ground with the rider seated on the bike. It shall be possible to see all of the rider completely from either side, except the hands and forearms. As viewed from directly above it shall be possible to see all of the rider from directly above and from the sides, except the hands, forearms. It is forbidden to use any transparent material to avoid the application of these rules. Fairings or bodywork shall have a minimum of three (3) separate mounting points.

The OEM fairing, bodywork and tail section for the specific production model THAT EXCEEDS THE ABOVE are allowed. Fairing and tail section shall be mounted in a conventional manner and all bodywork pieces shall be mounted in their original relationship to each other. Replacement non-OEM fairings, bodywork and tail sections shall be an exact replica of the OEM parts. Documentation to verify conformation of non-OEM parts to OEM parts shall be made available to the inspector by the competitor.

#### **7.G SPECIAL CONSTRUCTION**

The Special Construction class is intended for purpose-built race bikes, not production bikes with minor modifications. A special construction frame is unlimited in design, except for the class requirements of this section. This class includes factory produced road racing or any other racing "works" models.

Bikes in this class must have either a full APS fairing or two of the following:

- Two or more engines
- Displacement of 3001cc +
- Seat base lower than top of rear tire with the rider seated on the bike
- Design items not permitted in the Modified Production class
- Center hub steering

All components shall have sufficient strength to ensure stability and safety. Weld integrity and fabrication methods will be closely scrutinized during the inspection process. The technical committee may require Non-Destructive Test Certification of components and/or stress analysis of the design.

A bike entered in the Special Construction Class cannot be entered as a Modified Production Class entry within the same racing season.

#### **7.G.1 Foot Rests:**

Footrests shall be provided and the location is optional.

**7.G.2 Optional Exhaust Systems:**

Exhaust pipes may not extend beyond the rear edge of the **motorcycle**.

**7.G.3 Number/Class Designation Plates:**

If used, a separate number plate shall be located ahead of a vertical line thru the centerline of the rear axle.

**7.G.4 RESERVED**

**7.G.5 Gas Tank:**

The gas tank shall be mounted and constructed in a workmanship-like manner.

**7.G.6 Wheels:**

Wheels shall have a minimum nominal rim diameter of 15 in.

**7.G.7 Brakes:**

See section 7.B.23.

**7.G.8 Chain Guard:**

See Section 7.B.22.

**7.G.9 Engine:**

**A maximum of 4 engines of unlimited displacement are permitted.**

**7.G.10 Open Class: – Special Construction - A**

This class is limited to purpose built “bare bones” race bikes stripped of all aero and street use parts. No streamlining is permitted in the Open Special Construction class. Streamlining is defined as any devices or objects forward of the rider that have the apparent effect of directing, limiting, or controlling airflow around the motorcycle or the rider. A front fender is optional, and if used shall comply with the following: the front wheel and tire shall be visible from either side for a continuous 210 deg. of their circumference. The front of the fender shall not extend lower than 5 in. above a horizontal line drawn through the front axle. The perimeter of the fender shall not be farther than 1.750 in. from the tread. The sides of the fender may fair into the fork tubes **or tire**, but shall not be over 2 in. wider overall than these parts. If a seat, tail section **or fender** is used, it must not extend more than 3 in. past the rear of the rear tire **or cover any part of the wheel when viewed from the side**. No part of the tail section shall be lower than the top of the rear rim, or over 36 in. from the ground, with the rider seated on the bike.

**It shall be possible to see all of the rider from either side. As viewed directly from above, it shall be possible to see all of the rider except for the legs and feet. It is forbidden to use any transparent material to avoid the application of these rules.**

**7.G.11 Partial Streamlining: - SPECIAL CONSTRUCTION - APS**

If a streamlined seat/tail section is used, it cannot extend further to the rear than 10 in. beyond the rear edge of the rear tire, or 1/3rd of the wheelbase and whichever is less. No part of the seat/tail section may be closer than 4 in. from the ground, or over 40 in. from the ground with the rider seated.

It shall be possible to see all of the rider: completely from either side, except the hands and forearms. As viewed from directly above it shall be possible to see all of the rider except the hands, forearms, legs and feet. It is forbidden to use any transparent material to avoid the application of these rules. Fairings or bodywork shall have a minimum of three (3) separate mounting points.

No part of the fairing ahead of the front axle may be lower than the top of the front rim at the axle vertical centerline or be forward of the front edge of the rim. There shall be no streamlining forward of the front edge of the front rim.

Front fender is optional, and if used shall comply with the following: front wheel and tire shall be visible from either side for a continuous 180 deg. of their circumference. The front of the fender may not extend lower than a horizontal line drawn through the front axle. The perimeter of the fender may not be further

than 1.750 in. from the tire tread. The sides of the fender may fair in the fork tubes/sliders/tire, but must not be over 2 in. wider overall than these parts..

## **7.H STREAMLINER - S**

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 shall make a single track. Power shall be transmitted **only** through the wheels **of the motorcycle**.

Steering shall be done with the front wheel only.

The vehicle, unloaded, must be capable of being leaned at an angle of 20 deg. (minimum) from the vertical position without touching the ground, other than the tires, without prior contest board approval. All components shall have sufficient strength to ensure stability and safety. Weld integrity and fabrication methods will be closely scrutinized 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.**

### **7.H.1 Sealed Firewall:**

There shall be at least one sealed firewall between the rider and engine/fuel compartment(s) as well as adequate drains in engine/fuel compartment(s). All linkage and controls that pass through the firewall(s) shall go through the upper half to avoid fuel seepage into the rider compartment.

### **7.H.2 Fire Extinguishing System:**

All Streamliners shall have a rider controlled fire extinguisher system directed to the engine/fuel compartment. If an automatic heat sensing control is used, a manual control shall also be fitted. Refer to Section 3.Q for additional requirements.

### **7.H.3 Driver/Rider Suit:**

A complete, approved driver/rider suit conforming to SFI specification 3.2A/15 is REQUIRED. Gloves and boots shall be SFI specification 3.3/5 rating. A SFI specification 3.3 head sock shall be worn under the helmet.

### **7.H.4 Roll Cage:**

Shall completely surround the rider and shall be fitted in the rider's compartment. Minimum diameter is 1-1/4 in. with .090 in. nominal wall thickness, mechanical steel tubing. No galvanized pipe, black water pipe or threaded fittings are permitted. The design of the roll cage shall incorporate the following features as a minimum: Two (2) roll bars, (one forward and one after the rider's head), which shall be tied together and capped with a steel plate .090 in. thick. The cap shall cover the upper 140 deg. of the rider's head. The roll bar shall be braced with a tube of the same dimensions on each side. Rider head movement shall be limited to no more than 2 in. to each side, top, or rear, with rider's head in the normal position. Roll cage padding meeting SFI specification 45.1 for round tube roll cage padding and SFI specification 45.3 for flat roll cage padding is required in the vicinity of the driver's helmet.

Forward movement: All motorcycle streamliners presented for inspection shall have an engineered and tested SFI spec 38.1 type head and neck restraint system. All motorcycle streamliners shall have an engineered and tested SFI spec 38.1 type head and neck restraint system.

Lateral movement: Shall be constructed such that the helmet cannot exit the outer plane of the roll cage, see Section 3.A.3. The seat or roll cage structure shall provide restriction to lateral head movement of less than 2" per side inclusive of structure deflection.

### **7.H.5 Seat Belts and Shoulder Harness:**

A complete competition seat belt and shoulder harness is required with shoulder, lap, and crotch straps. Limb restraints to the central harness buckle shall be used, see Section 3.D. Approved limb restraints with a SFI 3.3 spec dated 2006 or later are required in all streamliners.

### **7.H.6 Rider Compartment:**

The rider compartment shall be free from sharp edges, protrusions, brackets, etc., within close proximity to the rider. A rigid inner liner shall be provided to retain legs within roll cage structure. The rider

compartment shall be equipped with a fresh air intake or breathing system to carry away fumes. All air breathing and cooling systems that supply air to the driver must have fire retardant protection on the hoses that supply air. The seat shall be constructed of a metal or alloy sufficient to retain the driver under high "G" loading. Composite seats must be pre-approved by the technical committee, no plastic or fiberglass seats will be allowed. Secondary flooring, metal sheeting in the driver's compartment for the purpose of retaining the rider and appendages in the event of step pan or belly pan tear away must be added, see 3.G. No flexible fuel lines of any kind allowed in driver's compartment.

**7.H.7 Windshields:**

All windshields shall be of shatter-resistant plastic, such as Lexan®, and provide 120 deg. of adequate horizontal forward vision.

**7.H.8 Fuel Shut-off:**

A remote fuel shutoff to disable pump operation that can be easily actuated from the rider compartment shall be fitted. All electric fuel pumps shall have an inertial switch in the circuit to disable pump operation.

**7.H.9 Fender:**

A bulkhead or fender shall be fitted around any tire within the rider compartment. The fender shall be metal construction or shall be covered with a ballistic shield.

**7.H.10 Canopy:**

If a canopy is used, the rider shall be able to exit from the streamliner without assistance whether the machine is upright or on its side. The canopy shall be clearly marked on the outside with directions for opening by emergency personnel. Rider compartment canopy shall have a release allowing it to be opened quickly, without hand tools, from both the inside and outside the vehicle. The canopy must be securely closed in competition by the employment of a mechanical fastening. The steering mechanism can move, but the canopy shall not be attached to the steering mechanism.

**7.H.11 Tires and Wheels:**

Tire and wheel sizes are unlimited. Tires shall meet the speed rating as shown in Section 7.B.8. In all classes over 200 MPH, or for wheels having a diameter of 29 in. or greater, wheels manufactured for racing or reinforced per Section 2.G shall be used.

**7.H.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 Section 1.M, Driver Licensing, until maximum speed is attained. Each run will 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.

**7.H.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 shall 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 deg. on enclosed tail streamliners, and 80 deg. on open tail streamliners. A demonstration of the parachute system including deployment is required at each event. All non-manual parachute release systems must have a redundant manual release as a backup.

**7.H.14 Steering:**

All steering systems shall be direct, gear or link type. The handlebars shall have adequate clearance and the mounting shall have sufficient support to prevent unwanted movement. All moving parts shall operate freely without excessive play. The steering linkage shall have sufficient clearance between the body and the chassis. All components shall have sufficient strength to ensure stability and safety. Weld integrity and fabrication methods will be closely scrutinized during the inspection process. The technical committee may require Non Destructive Test Certification of components and/or stress analysis of the design.

It is recommended that all steering system welds be visually inspected on a frequent basis. Competitors may wish to periodically qualify exceptionally critical welds 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 (i.e., Heim) used in steering systems shall not be constructed of aluminum and shall 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 shall be at least grade 5. For vehicles with long steering shafts the shaft shall be collapsible or have a secondary steering shaft stop installed.

#### **7.H.15 Brakes:**

All Streamliners shall be equipped with a rear wheel brake as required, see section 7.B.23.

#### **7.H.16 Number/Class Designation:**

Streamliners shall have a minimum number/letter area of 10 in. x 12 in. on both sides of the body.

#### **7.H.17 Tanks:**

Fuel tank, oil tank, and battery (unless sealed in an acid spill-proof box, Section 7.H.20) shall be separated from the driver/rider by a firewall. No fuel lines may be routed through the rider compartment.

#### **7.H.18 Engine:**

Any combination of motorcycle engines permitted. No more than **four (4)** engines are permitted. Maximum total engine displacement is unlimited.

#### **7.H.19 Skids:**

Streamliners using skids shall have a positive lock in both the 'up' and 'down' positions. The shoe or contact area shall have a good form of ski-nose with a surface-friendly design. **Wheels may be used as skids.** Skids are to be locked in a retracted position as soon as the motorcycle becomes stable.

#### **7.H.20 Batteries:**

All batteries shall be properly secured with metal framework and fasteners. Batteries may be mounted in the driver's compartment if sealed in an acid spill-proof box. All streamliners shall be equipped with a main battery disconnect switch. The disconnect switch shall be visible and clearly marked and placed in a location that allows shut-off if the streamliner has fallen on either side.

#### **7.H.21 Towing:**

All streamliners shall have an obvious place for course workers to quickly attach a tow strap for emergency towing of the streamliner off the race course.

#### **7.H.22 Chain/Belt Guard:**

Guards are required to prevent a failed chain or belt from damaging fuel, oil, coolant or hydraulic lines.

### **7.1 SIDECAR - SC**

A sidecar is a three-wheel vehicle leaving two tracks with only the rear-most wheel driving. The front and rear tires shall leave one track no wider than the wider of the two tracks.

#### **7.1.1 Passenger:**

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

#### **7.1.2 Engine Location:**

The engine/engines shall be located between the front and rear drive wheel, and the engine centerline located within the width of the rear tire.

#### **7.1.3 Driver Location:**

The rider shall operate the sidecar outfit with motorcycle type handlebars from a position which places his centerline between the front and rear drive treads. The rider **must be visible from the hips to the**



**shoulders from the side view** and be able to exit the outfit without restriction, unless in compliance with enclosed streamliner rules.

#### **7.1.4 Chassis and Suspension:**

The outfit's chassis and suspension may be of conventional solo motorcycle configuration utilizing attached sidecar chassis and body/platform panels. Special construction chassis with integral or attached sidecars are permitted and encouraged. All wheel suspension is encouraged.

#### **7.1.5 Steering:**

Telescopic fork, leading or trailing link or center hub or spindle steering/suspension system may be used. Only the front wheel may be used for steering. All systems shall incorporate a steering damper. Cable steering is not permitted.

#### **7.1.6 Sidecar:**

The sidecar unit may be located on either the left or right side. All universal type mounting brackets and rigid bar fittings shall have adequate depth of engagement, rigidity, and security. All attaching fasteners shall 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 shall 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.

#### **7.1.7 Wheelbase and Track:**

Track shall be no less than 32 in. and wheelbase between 50 in. and 110 in. No wheelbase restriction on streamliners.

#### **7.1.8 Wheel Size:**

The front and rear wheel rim shall be no less than 10 in. nominal diameter. The sidecar wheel rim may be no less than 5 in. nominal diameter. No size restriction on streamliners.

#### **7.1.9 Tires:**

The speed rating requirements for solo machines apply, see Section 7.B.8.

#### **7.1.10 Chain Guard and Wheel Cover:**

See Section 7.B.22 Chain Guard requirements. The inside of the sidecar wheel shall have a cover.

#### **7.1.11 Passenger Accommodation:**

A passenger is not allowed to ride in or on the sidecar. Sidecar platform shall be able to accommodate a forward-facing, kneeling passenger with a size and weight of 5 ft. 7 in., 170 lbs. The platform shall encompass a rectangular shape having a minimum dimension of 12 in. by 32 in.. The 12 in. dimension shall be oriented perpendicular (90 deg.) to the wheelbase of the motorcycle. The 32 in. dimension shall be oriented parallel to the wheelbase.

##### **7.1.11.A. Sidecar Wheel Loading:**

Loading of sidecar wheel must be sufficient to assure stability. Properly secured weight or ballast may be used. A minimum of 10% of the rig weight is required to be on the sidecar wheel.

#### **7.1.12 Sidecar Streamliner - SCS**

This is the ultimate sidecar land speed vehicle. Innovation in design is encouraged. Shall meet all sidecar requirements and two-wheel streamliner requirements, except Section 7.H.19. Passenger accommodations and track requirements shall conform to Sections 7.1.7 and 7.1.11. No wheel base restriction for streamliners. All sidecars not meeting the unrestricted driver exit requirement in Section 7.1.3 shall run in this class.

#### **7.1.13 Test Runs:**

Vehicle stability and sidecar driver licensing evaluations will be conducted at speed increments specified in Section 1.M Driver Licensing until maximum speed is attained. Adjustment of sidecar ballast and/or wheel alignment may be required.

## **7.J ENGINE CLASSES**

### **7.J.1 Production:**

Production engines shall be the same model as the model of the frame being used and shall have STOCK EXTERNAL APPEARANCE. Production motorcycles shall 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 shall be retained and operable. Carburetors or throttle bodies shall be OEM for that model production engine. All production engines run in gas class. See Section 7.D.3

### **7.J.2 Production Push Rod:**

Same as Production, but shall have pushrod operated valves with camshaft located at least one crankshaft stroke below the OEM cylinder deck position or utilize OEM pushrod length at least twice the crankshaft stroke.

### **7.J.3 Production Supercharged:**

Same as Production, but an original brand factory installed turbocharger or supercharger is required.

### **7.J.4 Production Vintage:**

Same as Production but shall have been produced prior to 1956.

### **7.J.5 Class F:**

Shall be comprised of major parts and components designed primarily for use in motorcycle engines. No restrictions on fuel. Superchargers or turbochargers are not permitted. Fuel injection is permitted.

### **7.J.6 Class G:**

Same as Class F, except it is limited to event gasoline.

### **7.J.7 Class BF:**

Same as Class F, except supercharger or turbocharger is required and shall be mechanically or exhaust gas driven and shall pressurize the intake system above atmospheric pressure. No restrictions on fuel.

### **7.J.8 Class BG:**

Same as Class BF, except it is limited to event gasoline. See section 2.B. Water injection is allowed, but water tanks shall be inspected and sealed prior to each record run.

### **7.J.9 Class PG and PF:**

Any motorcycle engine with push rod operated valves. The camshaft shall be located at least one crankshaft stroke below the OEM cylinder deck position or that utilize OEM pushrod length at least twice the crankshaft stroke.

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

### **7.J.10 Class VG and VF:**

Same as Class G or F, except that the class is limited to motorcycle engines produced prior to 1956. For reasons of historical authenticity, vintage engine modifications are restricted to older technology levels as far as practical. Accordingly, in classes VF, VG, VBF and VBG newer technologies such as EFI, or electronic reactive ignition systems are not in keeping with the spirit of the Vintage classes and are not allowed. Computers are allowed for data collection purposes only.

Engines shall utilize OEM crankcase, OEM cylinders on flatheads and two strokes and OEM heads on OHV engines. Above components made after 1955 and exact reproductions may be considered legal in Vintage classes 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. A .050 in. overbore is allowed on vintage engines only (including production vintage) **only if the OEM bore diameter is within .050 in. (1.27 mm) of maximum class displacement** and will be discounted when the bore size is measured.

Flathead engine displacement will be discounted 33 1/3% in determining engine displacement class limits. For example, a 1500cc measured displacement would run as a 1000cc.

**7.J.10.1 Class VBF and VBG:**

Same as class VF or VG, except that a supercharger is required and shall be mechanically or exhaust gas driven and shall pressurize the intake system above atmospheric pressure.

**7.J.11 Class PBG and PBF:**

Same as Section 7.J.9 above, push rod classes, except that a supercharger or turbocharger is required; subject to the same limitations as Classes BF and BG, respectively.

**7.J.12 Class 3001cc +:**

Any reciprocating engine which uses the Otto cycle may run in Streamliner category only. Supercharged engines do not advance class size.

**7.J.13 Class Ω (Omega):**

An engine using a thermodynamic cycle other than Otto, Two Cycle or Diesel. Although electric motors are not a Thermodynamic Cycle they are allowed in this class. This class includes electric, steam and turbine engines. Entry shall comply with all applicable frame class requirements. Entrant shall submit complete power plant details to the technical committee for safety evaluation at least 45 days prior to the meet **in writing in accordance with the RULE DEVIATION procedure, Section 1.R.**

## SECTION 8 DLRA MOTORCYCLE RECORDS

Classes with no listed record are considered as open.

### 50 Cubic Centimeters

(Approx. 3 Cubic Inches)

| Production 50                                |            |                |      |        |
|--|------------|----------------|------|--------|
| Class  | Entry Name | Rider          | Year | Speed  |
| P-PP   |            | Paul Broughan  | 2004 | 36.255 |
| Modified 50                                  |            |                |      |        |
| Class  | Entry Name | Rider          | Year | Speed  |
| M-G  |            | Joseph Fischer | 2014 | 39.528 |
| Modified Partial Streamlining 50             |            |                |      |        |
| Class  | Entry Name | Rider          | Year | Speed  |
|  |            |                |      |        |
| Special Construction 50                      |            |                |      |        |
| Class  | Entry Name | Rider          | Year | Speed  |
|  |            |                |      |        |
| Special Construction Partial Streamlining 50 |            |                |      |        |
| Class  | Entry Name | Rider          | Year | Speed  |
|  |            |                |      |        |
| Sidecar 50                                   |            |                |      |        |
| Class  | Entry Name | Rider          | Year | Speed  |
|  |            |                |      |        |
| Sidecar Streamliner 50                       |            |                |      |        |
| Class  | Entry Name | Rider          | Year | Speed  |
|  |            |                |      |        |
| Streamliner 50                               |            |                |      |        |
| Class  | Entry Name | Rider          | Year | Speed  |
|  |            |                |      |        |

### 100 Cubic Centimeters

(Approx. 6.1 Cubic Inches)

| Production 100                                |            |                  |      |        |
|---|------------|------------------|------|--------|
| Class   | Entry Name | Rider            | Year | Speed  |
| P-P   |            | Karl Pegg        | 2005 | 67.765 |
| Modified                                      |            |                  |      |        |
| Class   | Entry Name | Rider            | Year | Speed  |
| M-G   |            | Joseph Fischer   | 2014 | 54.023 |
| Modified Partial Streamlining 100             |            |                  |      |        |
| Class   | Entry Name | Rider            | Year | Speed  |
|   |            |                  |      |        |
| Special Construction 100                      |            |                  |      |        |
| Class   | Entry Name | Rider            | Year | Speed  |
| A-BF  |            | Mitchell Afflick | 2014 | 93.884 |
| Special Construction Partial Streamlining 100 |            |                  |      |        |
| Class   | Entry Name | Rider            | Year | Speed  |
| APS-G   |            | Alex McLachlan   | 2013 | 89.706 |
| APS-F   |            | Alex McLachlan   | 2014 | 99.431 |
| Sidecar 100                                   |            |                  |      |        |
| Class   | Entry Name | Rider            | Year | Speed  |
|   |            |                  |      |        |
| Sidecar Streamliner 100                       |            |                  |      |        |
| Class   | Entry Name | Rider            | Year | Speed  |
|   |            |                  |      |        |
| Streamliner 100                               |            |                  |      |        |
| Class   | Entry Name | Rider            | Year | Speed  |
|   |            |                  |      |        |

**125 Cubic Centimeters**

(Approx. 7.6 Cubic Inches)

| Production 125                                |            |                |                   |                         |
|---|------------|----------------|-------------------|-------------------------|
| Class   | Entry Name | Rider          | Year              | Speed                   |
| Modified 125                                  |            |                |                   |                         |
| Class   | Entry Name | Rider          | Year              | Speed                   |
| M-G   |            | William Hewton | 2014 (2013, 2009) | 78.833 (74.388, 60.216) |
| M-PG  |            | Paul Bushell   | 2006              | 77.666                  |
| M-VG  |            | Bill Brice     | 2006              | 63.649                  |
| Modified Partial Streamlining 125             |            |                |                   |                         |
| Class   | Entry Name | Rider          | Year              | Speed                   |
| Special Construction 125                      |            |                |                   |                         |
| Class   | Entry Name | Rider          | Year              | Speed                   |
| A-G   |            | Milton Lewis   |                   | 100.502                 |
| A-BF  |            | David Plecas   | 2014              | 111.476                 |
| Special Construction Partial Streamlining 125 |            |                |                   |                         |
| Class   | Entry Name | Rider          | Year              | Speed                   |
| APS-G   |            | Dave McLachlan | 2009              | 125.086                 |
| Sidecar 125                                   |            |                |                   |                         |
| Class   | Entry Name | Rider          | Year              | Speed                   |
| Sidecar Streamliner 125                       |            |                |                   |                         |
| Class   | Entry Name | Rider          | Year              | Speed                   |
| Streamliner 125                               |            |                |                   |                         |
| Class   | Entry Name | Rider          | Year              | Speed                   |

**175 Cubic Centimeters**

(Approx. 10.6 Cubic Inches)

| Production 175                                |            |              |             |                 |
|---|------------|--------------|-------------|-----------------|
| Class   | Entry Name | Rider        | Year        | Speed           |
| P-P   |            | John Colman  | 2013        | 90.269          |
| Modified 175                                  |            |              |             |                 |
| Class   | Entry Name | Rider        | Year        | Speed           |
| M-G   |            | Max Evans    | 2013 (2010) | 89.503 (77.881) |
| M-VG  |            | Bill Brice   | 2006        | 63.649          |
| M-F   |            | Cec Fraser   | 2010 (2006) | 84.094 (71.574) |
| Modified Partial Streamlining 175             |            |              |             |                 |
| Class   | Entry Name | Rider        | Year        | Speed           |
| MPS-G   |            | Paul Chapman | 2013        | 97.834          |
| Special Construction 175                      |            |              |             |                 |
| Class   | Entry Name | Rider        | Year        | Speed           |
| A-F   |            | Cec Fraser   | 2010        | 87.472          |
| Special Construction Partial Streamlining 175 |            |              |             |                 |
| Class   | Entry Name | Rider        | Year        | Speed           |
| Sidecar 175                                   |            |              |             |                 |
| Class   | Entry Name | Rider        | Year        | Speed           |
| Sidecar Streamliner 175                       |            |              |             |                 |
| Class   | Entry Name | Rider        | Year        | Speed           |
| Streamliner 175                               |            |              |             |                 |
| Class   | Entry Name | Rider        | Year        | Speed           |

**250 Cubic Centimeters**

(Approx. 15.2 Cubic Inches)

| Production 250                                |            |              |                         |                                    |
|---|------------|--------------|-------------------------|------------------------------------|
| Class   | Entry Name | Rider        | Year                    | Speed                              |
| P-P   |            | Scott Noonan | 2010 (1990)             | 106.951 (78.08)                    |
| Modified                                      |            |              |                         |                                    |
| Class   | Entry Name | Rider        | Year                    | Speed                              |
| M-G   |            | Peter Healy  | 2010                    | 99.042                             |
| Modified Partial Streamlining 250             |            |              |                         |                                    |
| Class   | Entry Name | Rider        | Year                    | Speed                              |
| MPS-G   |            | David Bolger | 2014 (2013, 2009, 2006) | 140.46 (131.210, 121.885, 106.521) |
| MPS-F   |            | Blake Clare  | 2006                    | 109.117                            |
| Special Construction 250                      |            |              |                         |                                    |
| Class   | Entry Name | Rider        | Year                    | Speed                              |
| A-G   |            | Tom Lang     | 2010 (2009)             | 88.530 (74.318)                    |
| Special Construction Partial Streamlining 250 |            |              |                         |                                    |
| Class   | Entry Name | Rider        | Year                    | Speed                              |
| APS-G   |            | Peter Healy  | 2014 (2013)             | 118.561 (113.751)                  |
| Sidecar 250                                   |            |              |                         |                                    |
| Class   | Entry Name | Rider        | Year                    | Speed                              |
|   |            |              |                         |                                    |
| Sidecar Streamliner 250                       |            |              |                         |                                    |
| Class   | Entry Name | Rider        | Year                    | Speed                              |
|   |            |              |                         |                                    |
| Streamliner 250                               |            |              |                         |                                    |
| Class   | Entry Name | Rider        | Year                    | Speed                              |
|   |            |              |                         |                                    |

**350 Cubic Centimeters**

(Approx. 21.3 Cubic Inches)

| Production 350                                |            |                   |      |         |
|---|------------|-------------------|------|---------|
| Class   | Entry Name | Rider             | Year | Speed   |
| P-P   |            | Neil Bromley      | 2014 | 84.211  |
| P-PV  |            | Neil Bromley      | 2013 | 61.822  |
| Modified 350                                  |            |                   |      |         |
| Class   | Entry Name | Rider             | Year | Speed   |
| M-G   |            | Evelyne Scholz    | 2005 | 120.417 |
| M-VG  |            | Hugo Halls        | 2013 | 83.424  |
| Modified Partial Streamlining 350             |            |                   |      |         |
| Class   | Entry Name | Rider             | Year | Speed   |
| MPS-G   |            | Dave McLachlan    | 2005 | 129.533 |
| MPS-VF  |            | Peter Vanstittart | 2000 | 132.547 |
| Special Construction 350                      |            |                   |      |         |
| Class   | Entry Name | Rider             | Year | Speed   |
|   |            |                   |      |         |
| Special Construction Partial Streamlining 350 |            |                   |      |         |
| Class   | Entry Name | Rider             | Year | Speed   |
| APS-VG  |            | Mark Burrows      | 2009 | 77.532  |
| Sidecar 350                                   |            |                   |      |         |
| Class   | Entry Name | Rider             | Year | Speed   |
|   |            |                   |      |         |
| Sidecar Streamliner 350                       |            |                   |      |         |
| Class   | Entry Name | Rider             | Year | Speed   |
|   |            |                   |      |         |
| Streamliner 350                               |            |                   |      |         |
| Class   | Entry Name | Rider             | Year | Speed   |
|   |            |                   |      |         |

**500 Cubic Centimeters**

(Approx. 30.5 Cubic Inches)

| Production 500                                |            |                |                   |                            |
|---|------------|----------------|-------------------|----------------------------|
| Class   | Entry Name | Rider          | Year              | Speed                      |
| P-P   |            | John Feaver    | 2013              | 123.174                    |
| Modified 500                                  |            |                |                   |                            |
| Class   | Entry Name | Rider          | Year              | Speed                      |
| M-G   |            | Richard Grylls | 2014              | 98.444                     |
| M-PG  |            | Steven Kell    | 2013 (2010)       | 114.025 (107.168)          |
| M-VG  |            | Bill Brice     | 2006 (2005)       | 106.002 (63.073)           |
| M-VF  |            | Bill Brice     | 2005              | 112.923                    |
| Modified Partial Streamlining 500             |            |                |                   |                            |
| Class   | Entry Name | Rider          | Year              | Speed                      |
| MPS-G   |            | Peter Turner   | 2010 (2009)       | 133.451 (124.739)          |
| MPS-F   |            | Glen Ross      | 2014 (2013, 2010) | 126.627 (125.357, 114.722) |
| Special Construction 500                      |            |                |                   |                            |
| Class   | Entry Name | Rider          | Year              | Speed                      |
| A-F   |            | Phil Arnold    | 2000 (1999)       | 128.472 (103.397)          |
| Special Construction Partial Streamlining 500 |            |                |                   |                            |
| Class   | Entry Name | Rider          | Year              | Speed                      |
| APS-G   |            | Dave McLachlan | 2013              | 128.023                    |
| Sidecar 500                                   |            |                |                   |                            |
| Class   | Entry Name | Rider          | Year              | Speed                      |
| SC-F  |            | Paul Marcos    | 2010              | 80.493                     |
| Sidecar Streamliner 500                       |            |                |                   |                            |
| Class   | Entry Name | Rider          | Year              | Speed                      |
|   |            |                |                   |                            |
| Streamliner 500                               |            |                |                   |                            |
| Class   | Entry Name | Rider          | Year              | Speed                      |
|   |            |                |                   |                            |

**650 Cubic Centimeters**

(Approx. 39.6 Cubic Inches)

| Production 650                                |            |                   |             |                   |
|---|------------|-------------------|-------------|-------------------|
| Class   | Entry Name | Rider             | Year        | Speed             |
| P-P   |            | Stuart Lappin     | 2000        | 168.843           |
| Modified 650                                  |            |                   |             |                   |
| Class   | Entry Name | Rider             | Year        | Speed             |
| M-PG  |            | Douglas Keith     | 2014        | 116.017           |
| M-VG  |            | John Moss         | 2014 (2003) | 110.667 (100.741) |
| M-VF  |            | Geoff Spurway     | 2004        | 126.408           |
| Modified Partial Streamlining 650             |            |                   |             |                   |
| Class   | Entry Name | Rider             | Year        | Speed             |
| MPS-G   |            | Philip Monkhouse  | 2010        | 161.812           |
| MPS-BG  |            | Wayne Mitchell    | 2009        | 169.523           |
| MPS-VF  |            | Peter Vanstittart | 2001        | 109.157           |
| Special Construction 650                      |            |                   |             |                   |
| Class   | Entry Name | Rider             | Year        | Speed             |
|   |            |                   |             |                   |
| Special Construction Partial Streamlining 650 |            |                   |             |                   |
| Class   | Entry Name | Rider             | Year        | Speed             |
| APS-G   |            | Terry Ings        |             | 75.917            |
| APS-PBF                                       |            | Stuart Hooper     | 2014 (2013) | 183.374 (171.600) |
| Sidecar 650                                   |            |                   |             |                   |
| Class   | Entry Name | Rider             | Year        | Speed             |
| SC-G  |            | Paul Marcos       | 2014        | 105.507           |
| Sidecar Streamliner 650                       |            |                   |             |                   |
| Class   | Entry Name | Rider             | Year        | Speed             |
|   |            |                   |             |                   |
| Streamliner 650                               |            |                   |             |                   |
| Class   | Entry Name | Rider             | Year        | Speed             |
|   |            |                   |             |                   |

| Class | Entry Name | Rider | Year | Speed |
|-------|------------|-------|------|-------|
|       |            |       |      |       |

**750 Cubic Centimeters**

(Approx. 45.7 Cubic Inches)

| Production 750                                |            |                   |                   |                           |
|---|------------|-------------------|-------------------|---------------------------|
| Class   | Entry Name | Rider             | Year              | Speed                     |
| P-P   |            | Paul Powditch     | 2013 (2010, 1994) | 172.340 (167.566, 144.34) |
| Modified 750                                  |            |                   |                   |                           |
| Class   | Entry Name | Rider             | Year              | Speed                     |
| M-G   |            | Bob Prior         | 2002 (2001)       | 149.377 (136.330)         |
| M-PG  |            | John Davey        | 2013              | 121.074                   |
| M-VG  |            | Kevin Parkinson   | 2013              | 72.407                    |
| M-BG  |            | Greg Butler       | 2000              | 102.913                   |
| M-F   |            | Stephen Finn      | 2013              | 149.229                   |
| Modified Partial Streamlining 750             |            |                   |                   |                           |
| Class   | Entry Name | Rider             | Year              | Speed                     |
| MPS-G   |            | Shane Gaghan      | 2010 (2005)       | 187.373 (155.925)         |
| MPS-BG  |            | Shane Gaghan      | 2013 (2009)       | 177.550 (143.815)         |
| MPS-F   |            | Paul Powditch     | 2013              | 177.261                   |
| MPS-PF  |            | Stuart Hooper     | 2009              | 131.406                   |
| MPS-BF  |            | John Ladbrook Snr | 2013              | 170.173                   |
| Special Construction 750                      |            |                   |                   |                           |
| Class   | Entry Name | Rider             | Year              | Speed                     |
| A-G   |            | Shane Gaghan      | 2014              | 103.167                   |
| A-F   |            | Mark Daley        | 2014              | 103.929                   |
| Special Construction Partial Streamlining 750 |            |                   |                   |                           |
| Class   | Entry Name | Rider             | Year              | Speed                     |
| APS-G   |            | Phillip Eggleston | 2010              | 127.325                   |
| APS-PG  |            | Phillip Eggleston | 2013              | 134.620                   |
| APS-PF  |            | Stuart Hooper     | 2010              | 139.001                   |
| APS-BF  |            | Kim Krebs         | 2013              | 183.496                   |
| Sidecar 750                                   |            |                   |                   |                           |
| Class   | Entry Name | Rider             | Year              | Speed                     |
|   |            |                   |                   |                           |
| Sidecar Streamliner 750                       |            |                   |                   |                           |
| Class   | Entry Name | Rider             | Year              | Speed                     |
|   |            |                   |                   |                           |
| Streamliner 750                               |            |                   |                   |                           |
| Class   | Entry Name | Rider             | Year              | Speed                     |
|   |            |                   |                   |                           |

**1000 Cubic Centimeters**

(Approx. 61 Cubic Inches)

| Production 1000                    |            |                |                         |                                    |
|------------------------------------|------------|----------------|-------------------------|------------------------------------|
| Class                              | Entry Name | Rider          | Year                    | Speed                              |
| P-P                                |            | Grant Schlein  | 2013 (2010, 2009, 1994) | 185.682 (180.922, 180.469, 142.48) |
| P-PP                               |            | Phil Arnold    | 2010                    | 139.794                            |
| Modified 1000                      |            |                |                         |                                    |
| Class                              | Entry Name | Rider          | Year                    | Speed                              |
| M-G                                |            | Alan Blackwood | 2013 (2003)             | 172.340 (138.370)                  |
| M-PG                               |            | Josh Schuit    | 2014 (2010)             | 148.191 (136.074)                  |
| M-BG                               |            | Andrew Rogers  | 2005                    | 114.434                            |
| M-PF                               |            | Mark Daley     | 2013                    | 101.243                            |
| Modified Partial Streamlining 1000 |            |                |                         |                                    |
| Class                              | Entry Name | Rider          | Year                    | Speed                              |
| MPS-G                              |            | Grant Schlein  | 2013 (2006, 2002)       | 188.442 (177.988, 170.261)         |
| MPS-PG                             |            | Josh Schuit    | 2013                    | 146.389                            |
| MPS-F                              |            | David Moore    | 2014 (2006)             | 186.210 (164.024)                  |
| MPS-BF                             |            | Joe Amo        | 2006                    | 174.536                            |



| Special Construction 1000                      |            |                   |                   |                            |
|--|------------|-------------------|-------------------|----------------------------|
| Class  | Entry Name | Rider             | Year              | Speed                      |
| A-PG   |            | Phillip Eggleston | 2014              | 133.879                    |
| A-BF   |            | Gary Baker        | 2009              | 143.609                    |
| A-VBF  |            | Stuart Penn       | 2013 (2005)       | 120.551 (112.542)          |
| Special Construction Partial Streamlining 1000 |            |                   |                   |                            |
| Class  | Entry Name | Rider             | Year              | Speed                      |
| APS-G  |            | Evelyne Scholz    | 2010 (2009, 2002) | 164.323 (161.892, 153.181) |
| APS-PG   |            | Phillip Eggleston | 2014              | 126.645                    |
| APS-BG   |            | Dave McLachlan    | 2010              | 145.240                    |
| APS-F  |            | Brett DeStoop     | 2013 (2010, 2009) | 240.192 (232.108, 210.169) |
| APS-BF   |            | Andrew Maslen     | 2013              | 215.763                    |
| Sidecar 1000                                   |            |                   |                   |                            |
| Class  | Entry Name | Rider             | Year              | Speed                      |
| SC-G   |            | Sean Kelly        | 2013 (2005)       | 140.603 (121.967)          |
| Sidecar Streamliner 1000                       |            |                   |                   |                            |
| Class  | Entry Name | Rider             | Year              | Speed                      |
|  |            |                   |                   |                            |
| Streamliner 1000                               |            |                   |                   |                            |
| Class  | Entry Name | Rider             | Year              | Speed                      |
| S-G  |            | Lucky Keiser      | 2009              | 136.467                    |
| S-BF   |            | John Vevers       | 1991              | 95.89                      |

### 1350 Cubic Centimeters

(Approx. 82.3 Cubic Inches)

| Production 1350                                |            |                 |                               |  |
|--|------------|-----------------|-------------------------------|--|
| Class  | Entry Name | Rider           | Year                          | Speed  |
| P-P  |            | Grant Schlein   | 2010 (2005, 2004, 2002, 2000) | 203.504 (198.347, 196.420, 189.953, 172.993) |
| P-PP   |            | Paul Rogers     | 2005 (2004)                   | 140.292 (125.243)                            |
| P-PB   |            | Brendon Collier | 1999                          | 130.942                                      |
| Modified 1350                                  |            |                 |                               |  |
| Class  | Entry Name | Rider           | Year                          | Speed  |
| M-G  |            | Chris Bryson    | 2014 (2013, 2009, 2004)       | 194.774 (181.114, 161.059, 146.160)          |
| M-PG   |            | Mal Hewett      | 2010 (2001, 2000)             | 153.714 (133.769, 116.731)                   |
| M-VG   |            | Mal Hewett      | 2009 (2002, 2001, 2000)       | 151.375 (140.296, 129.124, 121.285)          |
| M-BG   |            | Herb Wuersch    | 2014 (2013, 2000)             | 161.900 (151.165, 126.778)                   |
| M-PBG  |            | Alan Blackwood  | 2010 (2001, 1999)             | 167.504 (164.891, 150.200)                   |
| M-F  |            | Ronnie Stayt    | 2013 (2005)                   | 198.446 (143.266)                            |
| M-VF   |            | Peter Arundel   | 2002                          | 158.73                                       |
| M-BF   |            | Ron Stayt       | 2004                          | 159.602                                      |
| Modified Partial Streamlining 1350             |            |                 |                               |  |
| Class  | Entry Name | Rider           | Year                          | Speed  |
| MPS-G  |            | Ken Robinson    | 2013 (2004, 2003, 2000)       | 218.433 (204.603, 192.250, 163.280)          |
| MPS-PG   |            | Dave Tattingham | 2000                          | 163.280                                      |
| MPS-VG   |            | Mal Hewett      | 2010                          | 154.932                                      |
| MPS-BG   |            | Greg Watters    | 2005 (2004)                   | 223.325 (173.845)                            |
| MPS-F  |            | Chris Bryson    | 2014 (2004)                   | 214.874 (202.065)                            |
| MPS-PF   |            | John Trease     | 2010                          | 162.557                                      |
| MPS-BF   |            | John Noonan     | 2006                          | 235.740                                      |
| Special Construction 1350                      |            |                 |                               |  |
| Class  | Entry Name | Rider           | Year                          | Speed  |
| A-G  |            | Chris Bryson    | 2013                          | 187.656                                      |
| A-PG   |            | Mal Hewett      | 2013 (2002)                   | 152.737 (140.208)                            |
| A-F  |            | Chris Bryson    | 2013                          | 198.292                                      |
| Special Construction Partial Streamlining 1350 |            |                 |                               |  |
| Class  | Entry Name | Rider           | Year                          | Speed  |
| APS-G  |            | Chris Bryson    | 2013 (2009)                   | 215.750 (155.065)                            |
| APS-PG   |            | Mal Hewett      | 2013                          | 156.603                                      |
| APS-BG   |            | Greg Watters    | 2010                          | 218.898                                      |

|                                 |                   |              |                         |                                     |
|---------------------------------|-------------------|--------------|-------------------------|-------------------------------------|
| APS-F                           |                   | Chris Bryson | 2013                    | 210.995                             |
| APS-BF                          |                   | Troy Bodley  | 2013 (2010, 2005, 2002) | 212.477 (188.412, 163.206, 148.026) |
| <b>Sidecar 1350</b>             |                   |              |                         |                                     |
| <b>Class</b>                    | <b>Entry Name</b> | <b>Rider</b> | <b>Year</b>             | <b>Speed</b>                        |
| SC-G                            |                   | Sean Kelly   | 2013                    | 155.682                             |
| SC-F                            |                   | Max Hooper   | 2013                    | 125.366                             |
| <b>Sidecar Streamliner 1350</b> |                   |              |                         |                                     |
| <b>Class</b>                    | <b>Entry Name</b> | <b>Rider</b> | <b>Year</b>             | <b>Speed</b>                        |
|                                 |                   |              |                         |                                     |
| <b>Streamliner 1350</b>         |                   |              |                         |                                     |
| <b>Class</b>                    | <b>Entry Name</b> | <b>Rider</b> | <b>Year</b>             | <b>Speed</b>                        |
|                                 |                   |              |                         |                                     |

## 1650 Cubic Centimeters

(Approx. 100.6 Cubic Inches)

|   |                   |                |             |                   |
|---|-------------------|----------------|-------------|-------------------|
| <b>Production 1650</b>                                |                   |                |             |                   |
| <b>Class</b>  | <b>Entry Name</b> | <b>Rider</b>   | <b>Year</b> | <b>Speed</b>      |
| P-P   |                   | Ralph Nicholls | 2013        | 208.153           |
| <b>Modified 1650</b>                                  |                   |                |             |                   |
| <b>Class</b>  | <b>Entry Name</b> | <b>Rider</b>   | <b>Year</b> | <b>Speed</b>      |
| M-G   |                   | Paul Radford   | 2013        | 170.754           |
| M-PG  |                   | Phil Cvirn     | 2004        | 141.933           |
| M-BG  |                   | Jim Higgins    | 2013        | 192.154           |
| M-PF  |                   | Phil Cvirn     | 2004        | 152.775           |
| <b>Modified Partial Streamlining 1650</b>             |                   |                |             |                   |
| <b>Class</b>  | <b>Entry Name</b> | <b>Rider</b>   | <b>Year</b> | <b>Speed</b>      |
| MPS-G   |                   | Gary Peterson  | 2005 (2003) | 217.443 (175.750) |
| MPS-PG  |                   | Phil Cvirn     | 2006        | 144.906           |
| MPS-F   |                   | Jeffory Lemon  | 2014 (2003) | 182.288 (168.350) |
| MPS-PF  |                   | Phil Cvirn     | 2006        | 147.947           |
| <b>Special Construction 1650</b>                      |                   |                |             |                   |
| <b>Class</b>  | <b>Entry Name</b> | <b>Rider</b>   | <b>Year</b> | <b>Speed</b>      |
| A-BG  |                   | Steven Kell    | 2014        | 186.047           |
| <b>Special Construction Partial Streamlining 1650</b> |                   |                |             |                   |
| <b>Class</b>  | <b>Entry Name</b> | <b>Rider</b>   | <b>Year</b> | <b>Speed</b>      |
| APS-BG  |                   | Greg Watters   | 2013        | 207.876           |
| <b>Sidecar 1650</b>                                   |                   |                |             |                   |
| <b>Class</b>  | <b>Entry Name</b> | <b>Rider</b>   | <b>Year</b> | <b>Speed</b>      |
|   |                   |                |             |                   |
| <b>Sidecar Streamliner 1650</b>                       |                   |                |             |                   |
| <b>Class</b>  | <b>Entry Name</b> | <b>Rider</b>   | <b>Year</b> | <b>Speed</b>      |
|   |                   |                |             |                   |
| <b>Streamliner 1650</b>                               |                   |                |             |                   |
| <b>Class</b>  | <b>Entry Name</b> | <b>Rider</b>   | <b>Year</b> | <b>Speed</b>      |
|   |                   |                |             |                   |

## 2000 Cubic Centimeters

(Approx. 122 Cubic Inches)

|   |                   |              |             |              |
|---|-------------------|--------------|-------------|--------------|
| <b>Production 2000</b>                    |                   |              |             |              |
| <b>Class</b>                              | <b>Entry Name</b> | <b>Rider</b> | <b>Year</b> | <b>Speed</b> |
| P-P                                       |                   | Robert Traum | 2002        | 120.353      |
| <b>Modified 2000</b>                      |                   |              |             |              |
| <b>Class</b>                              | <b>Entry Name</b> | <b>Rider</b> | <b>Year</b> | <b>Speed</b> |
| M-PG                                      |                   | Robert Traum | 2003        | 129.449      |
| <b>Modified Partial Streamlining 2000</b> |                   |              |             |              |
| <b>Class</b>                              | <b>Entry Name</b> | <b>Rider</b> | <b>Year</b> | <b>Speed</b> |
| MPS-BG                                    |                   | Neill Finlay | 2013        | 197.477      |
| <b>Special Construction 2000</b>          |                   |              |             |              |
| <b>Class</b>                              | <b>Entry Name</b> | <b>Rider</b> | <b>Year</b> | <b>Speed</b> |
|   |                   |              |             |              |

| Special Construction Partial Streamlining 2000 |            |       |      |       |
|--|------------|-------|------|-------|
| Class  | Entry Name | Rider | Year | Speed |
|  |            |       |      |       |
| Sidecar 2000                                   |            |       |      |       |
| Class  | Entry Name | Rider | Year | Speed |
|  |            |       |      |       |
| Sidecar Streamliner 2000                       |            |       |      |       |
| Class  | Entry Name | Rider | Year | Speed |
|  |            |       |      |       |
| Streamliner 2000                               |            |       |      |       |
| Class  | Entry Name | Rider | Year | Speed |
|  |            |       |      |       |

### 3000 Cubic Centimeters

(Approx. 183 Cubic Inches)

| Production 3000                                |            |                |             |                   |
|--|------------|----------------|-------------|-------------------|
| Class  | Entry Name | Rider          | Year        | Speed             |
|  |            |                |             |                   |
| Modified 3000                                  |            |                |             |                   |
| Class  | Entry Name | Rider          | Year        | Speed             |
| M-BG   |            | Douglas Keith  | 2014        | 143.101           |
| Modified Partial Streamlining 2000             |            |                |             |                   |
| Class  | Entry Name | Rider          | Year        | Speed             |
|  |            |                |             |                   |
| Special Construction 3000                      |            |                |             |                   |
| Class  | Entry Name | Rider          | Year        | Speed             |
|  |            |                |             |                   |
| Special Construction Partial Streamlining 3000 |            |                |             |                   |
| Class  | Entry Name | Rider          | Year        | Speed             |
| APS-BG   |            | Robert Bishop  | 2010 (2006) | 154.426 (144.848) |
| Sidecar 3000                                   |            |                |             |                   |
| Class  | Entry Name | Rider          | Year        | Speed             |
|  |            |                |             |                   |
| Sidecar Streamliner 3000                       |            |                |             |                   |
| Class  | Entry Name | Rider          | Year        | Speed             |
|  |            |                |             |                   |
| Streamliner 3000                               |            |                |             |                   |
| Class  | Entry Name | Rider          | Year        | Speed             |
| S-F  |            | Rocky Robinson | 2000        | 289.715           |

### 5000 Cubic Centimeters

(Approx. 305 Cubic Inches)

| Special Construction 5000                      |            |               |                   |                            |
|--|------------|---------------|-------------------|----------------------------|
| Class  | Entry Name | Rider         | Year              | Speed                      |
|  |            |               |                   |                            |
| Special Construction Partial Streamlining 5000 |            |               |                   |                            |
| Class  | Entry Name | Rider         | Year              | Speed                      |
| APS-BG   |            | Trent Clare   | 2009 (2006, 2005) | 144.601 (143.626, 141.978) |
| Sidecar 5000                                   |            |               |                   |                            |
| Class  | Entry Name | Rider         | Year              | Speed                      |
|  |            |               |                   |                            |
| Sidecar Streamliner 5000                       |            |               |                   |                            |
| Class  | Entry Name | Rider         | Year              | Speed                      |
|  |            |               |                   |                            |
| Streamliner 5000                               |            |               |                   |                            |
| Class  | Entry Name | Rider         | Year              | Speed                      |
| S-G  |            | Lyndon Cooper | 2000              | 204.528                    |
| S/UG   |            | Lyndon Cooper | 2002              | 187.754                    |
| S-BG   |            | Lyndon Cooper | 1999              | 146.962                    |

**Electric (Omega) Ω**

| Class  | Entry Name | Rider            | Year | Speed   |
|--------|------------|------------------|------|---------|
| M/ Ω   |            | Craig Windsor    | 2010 | 93.6    |
| MPS/ Ω |            | Kearon de Clouet | 2010 | 110.592 |

**Retired Records**

(No longer used or available)

| Class     | Comment                      | Rider          | Year              | Speed                      |
|-----------|------------------------------|----------------|-------------------|----------------------------|
| P-PG 125  | class deleted 2013 rule book | Paul Bushell   | 2006              | 68.006                     |
| P-G 350   | class deleted 2013 rule book | Phillip Ryan   | 2005              | 103.507                    |
| P-G 500   | class deleted 2013 rule book | Nigel Begg     | 2006              | 110.846                    |
| P-PG 650  | class deleted 2013 rule book | Don Shields    | 2010              | 154.692                    |
| P-P 900   | class never existed          | Kieren Nugent  | 2010 (2009, 2004) | 159.094 (157.507, 128.066) |
| M-F 900   | class never existed          | Alex Musson    | 2006              | 102.322                    |
| MPS-G 900 | class never existed          | Stephen Craven | 2009 (2006)       | 143.436 (136.033)          |
| P-PG 1000 | class deleted 2013 rule book | Scott Webster  | 2003              | 181.241                    |
| M-PB 1000 | class deleted 2013 rule book | John Pudney    | 2001 (2000)       | 166.481 (157.761)          |
| P-PG 1350 | class deleted 2013 rule book | Joe Amo        | 2006 (2004, 2003) | 198.259 (121.424, 114.576) |
| P-PG 1650 | class deleted 2013 rule book | Laszlo Molnar  | 2006              | 122.925                    |

**Records under review**

| Class       | Comment                     | Rider          | Year | Speed   |
|-------------|-----------------------------|----------------|------|---------|
| P-M 500     | No M class in P, re-class   | Ron Davis      | 2013 | 95.400  |
| M-PVF       | No PVF class, re-class      | Lucky Keiser   | 2003 | 102.494 |
| P-VF 650    | No VF class in P, re-class  | Peter Arundel  | 2001 | 102.459 |
| SC-P 650    | No P class in SC, re-class  | Matthew Kelly  | 2010 | 123.745 |
| MPS-P 750   | No P class in MPS, re-class | Max Hooper     | 2005 | 103.460 |
| SC-P 750    | No P class in SC, re-class  | Sean Kelly     | 2010 | 120.270 |
| SC-P 1000   | No P class in SC, re-class  | Sean Kelly     | 2010 | 121.112 |
| SC-MVF 1350 | No MVF class, re-class      | Dave McLachlan | 2010 | 147.423 |
| SC-MVG 1350 | No MVG class, re-class      | Terry Prince   | 2006 | 113.293 |
| SC-UF 1350  | No UF class in SC, re-class | Terry Prince   | 2009 | 137.028 |

**SECTION 9 DLRA OFFICERS & COMMITTEE MEMBERS 2014-2015**

|   |                                |                              |  |
|---|--------------------------------|------------------------------|--|
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| Event Coordinator                             | Rob Carroll<br>Greg Telford    | 0408388235<br>0402801627     | r.carr32@hotmail.com<br>gyrofairfax@gcom.net.au                        |
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| Chief Car Steward / Inspector                 | Bob Ellis                      | 0418 733 191                 | cambridgemotorsport@bigpond.com  |
| Chief Motorcycle Steward / Inspector          | Graham Hadley                  | 0419 532 812                 | <a href="mailto:motorcycledlra@gmail.com">motorcycledlra@gmail.com</a> |
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| Category Representative- Classic              | Representative required        |                              |  |
| Category Representative- Modified             | Bob Ellis                      | 0418 733 191                 | cambridgemotorsport@bigpond.com  |
| Category Representative- Production           | Steve Charlton                 | 0438 429 664                 | clubanim@bigpond.net.au  |
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This directory of officers is published for your convenience. Please feel free to email or call any of the above for any questions concerning Speed Week or rules.

## APPENDIX A VEHICLE DATA CODES

Sample: 102 (engine code)/326 (body code) = AA/FL

### CARS

| Engine Code | Engine Class | Engine Displacement                               |
|-------------|--------------|---|
| 101         | Omega        | Engines using thermodynamic cycle other than Otto |
| 102         | AA           | 501 cid and over                                  |
| 103         | A            | 440 thru 500 cid                                  |
| 104         | B            | 373 thru 439 cid                                  |
| 105         | C            | 306 thru 372 cid                                  |
| 106         | D            | 261 thru 305 cid                                  |
| 107         | E            | 184 thru 260 cid                                  |
| 108         | F            | 123 thru 183 cid                                  |
| 109         | G            | 93 thru 122 cid                                   |
| 110         | H            | 62 thru 92 cid                                    |
| 111         | I            | 46 thru 61 cid                                    |
| 112         | J            | 31 thru 45 cid                                    |
| 113         | K            | 30 cid and under                                  |
| 114         | E1/T1        | Elec/Turbine Vehicle Weight I                     |
| 115         | E2/T2        | Elec/Turbine Vehicle Weight II                    |
| 116         | E3/T3        | Elec/Turbine Vehicle Weight III                   |
| 117         | U            | For UDT, MDT, HH2 & HH3 Body Classes              |
| 120         | XO           | Overhead valve & flathead inline                  |
| 121         | XF           | Production Ford/Mercury flathead V-8 engine       |
| 122         | XXF          | XF engine w/overhead valve conversion             |
| 123         | XXO          | XO engine w/ specialty cylinder head              |
| 124         | V4           | Pre-1935 "American-made" four cylinders           |
| 125         | M            | Midget Vintage engine                             |
| 126         | V4F          | Pre-1935 "American-made" four cylinders, flathead |
| 127         | S            | Steam Engine                                      |
| 299         | TO           | Time Only   |
| 301         | BFALT        | Blown Fuel Altered Coupe                          |
| 302         | BFCC         | Blown Fuel Competition Coupe                      |
| 303         | BFL          | Blown Fuel Lakester                               |
| 304         | BFMR         | Blown Fuel Modified Roadster                      |
| 305         | BFR          | Blown Fuel Roadster                               |
| 306         | BFS          | Blown Fuel Streamliner                            |
| 307         | BGALT        | Blown Gas Altered Coupe                           |
| 308         | BGC          | Blown Gas Coupe                                   |
| 309         | BGCC         | Blown Gas Competition Coupe                       |
| 310         | BGL          | Blown Gas Lakester                                |
| 311         | BGMR         | Blown Gas Modified Roadster                       |
| 312         | BGR          | Blown Gas Roadster                                |
| 313         | BGS          | Blown Gas Streamliner                             |
| 314         | BGT          | Blown Grand Touring Sports                        |
| 315         | AIR          | American Iron Roadster                            |
| 316         | BSTR         | Blown Street Roadster                             |
| 317         | BVFALT       | Blown Vintage Fuel Altered Coupe & Sedan          |
| 318         | BVFCC        | Blown Vintage Fuel Competition Coupe & Sedan      |
| 319         | BVGALT       | Blown Vintage Gas Altered Coupe & Sedan           |
| 320         | BVGC         | Blown Vintage Gas Coupe & Sedan                   |
| 321         | BVGCC        | Blown Vintage Gas Competition Coupe & Sedan       |
| 322         | DT           | Diesel Truck                                      |

|     |        |   |
|-----|--------|---|
| 323 | E      | Electric Vehicle                              |
| 324 | FALT   | Unblown Fuel Altered Coupe                    |
| 325 | FCC    | Unblown Fuel Competition Coupe                |
| 326 | FL     | Unblown Fuel Lakester                         |
| 327 | FMR    | Unblown Fuel Modified Roadster                |
| 328 | FR     | Unblown Fuel Roadster                         |
| 329 | FS     | Unblown Fuel Streamliner                      |
| 330 | GALT   | Unblown Gas Altered Coupe                     |
| 331 | GC     | Unblown Gas Coupe                             |
| 332 | GCC    | Unblown Gas Competition Coupe                 |
| 333 | GL     | Unblown Gas Lakester                          |
| 334 | GMR    | Unblown Gas Modified Roadster                 |
| 335 | GR     | Unblown Gas Roadster                          |
| 336 | GS     | Unblown Gas Streamliner                       |
| 337 | GT     | Unblown Grand Touring Sports                  |
| 338 | BMP    | Blown Modified Pickup                         |
| 339 | BMMP   | Blown Modified Mid-Mini Pickup                |
| 340 | PMP    | Production Mid-Mini Pickup                    |
| 341 | MMP    | Modified Mid-Mini Pickup                      |
| 342 | MP     | Modified Pickup                               |
| 343 | MDT    | Modified Diesel Truck                         |
| 344 | MVOT   | Midget Vintage Oval Track                     |
| 345 | PP     | Production Pickup                             |
| 346 | PRO    | Production Coupe & Sedan                      |
| 347 | PS     | Production Supercharged                       |
| 348 | STR    | Unblown Street Roadster                       |
| 349 | UDT    | Unlimited Diesel Truck                        |
| 350 | VFALT  | Unblown Vintage Fuel Altered Coupe            |
| 351 | VFCC   | Unblown Vintage Fuel Competition Coupe        |
| 352 | VGALT  | Unblown Vintage Gas Altered Coupe             |
| 353 | VGC    | Unblown Vintage Gas Coupe                     |
| 354 | VGCC   | Unblown Vintage Gas Competition Coupe         |
| 355 | VOT    | Vintage Oval Track                            |
| 356 | T      | Turbine Vehicle                               |
| 357 | DS     | Diesel Streamliner                            |
| 358 | HH2    | Highway Hauler II                             |
| 359 | HH3    | Highway Hauler III                            |
| 360 | BFMS   | Blown Fuel Modified Sports                    |
| 361 | BGMS   | Blown Gas Modified Sports                     |
| 362 | FMS    | Unblown Fuel Modified Sports                  |
| 363 | GMS    | Unblown Gas Modified Sports                   |
| 364 | CBFALT | Classic Blown Fuel Altered Coupe & Sedan      |
| 365 | CBGALT | Classic Blown Gas Altered Coupe & Sedan       |
| 366 | CBGC   | Classic Blown Gas Coupe & Sedan               |
| 367 | CFALT  | Classic Unblown Fuel Altered Coupe & Sedan    |
| 368 | CGALT  | Classic Unblown Gas Altered Coupe & Sedan     |
| 369 | CGC    | Classic Unblown Gas Coupe & Sedan             |
| 370 | CPRO   | Classic Production Coupe & Sedan              |
| 371 | CPS    | Classic Production Supercharged Coupe & Sedan |
| 372 | S      | Steam   |
| 373 | BFRMR  | Blown Fuel Rear Engine Modified Roadster      |
| 374 | FRMR   | Fuel Rear Engine Modified Roadster            |
| 375 | BGRMR  | Blown Gas Rear Engine Modified Roadster       |

|     |        |                                   |
|-----|--------|-----------------------------------|
| 376 | GRMR   | Gas Rear Engine Modified Roadster |
| 599 | TO     | Time Only                         |
| 900 | BFCU   | Blown Fuel Competition Ute        |
| 901 | FCU    | Fuel Competition Ute              |
| 902 | BGCU   | Blown Gas Competition Ute         |
| 903 | GCU    | Gas Competition Ute               |
| 904 | BFALTU | Blown Fuel Altered Ute            |
| 905 | FALTU  | Fuel Altered Ute                  |
| 906 | BGALTU | Blown Gas Altered Ute             |
| 907 | GALTU  | Gas Altered Ute                   |
| 908 | BGU    | Blown Gas Ute                     |
| 909 | GU     | Gas Ute                           |
| 910 | PSU    | Production Supercharged Ute       |
| 911 | PROU   | Production Ute                    |

**MOTORCYCLES**

| Engine Code | EngineClass | Engine Displacement      |
|-------------|-------------|--------------------------|
| 201         | 50cc        | 50 cc engine             |
| 202         | 100cc       | 100 cc engine            |
| 203         | 125cc       | 125 cc engine            |
| 204         | 175cc       | 175 cc engine            |
| 205         | 250cc       | 250 cc engine            |
| 206         | 350cc       | 350 cc engine            |
| 207         | 500cc       | 500 cc engine            |
| 208         | 650cc       | 650 cc engine            |
| 209         | 750cc       | 750 cc engine            |
| 210         | 1000cc      | 1000 cc engine           |
| 211         | 1350cc      | 1350 cc engine           |
| 212         | 1650cc      | 1650 cc engine           |
| 213         | 2000cc      | 2000 cc engine           |
| 214         | 3000cc      | 3000 cc engine           |
| 215         | 3000cc+     | 3001 cc and above engine |
| 216         | Ω (Omega)   | Electric/Steam/Turbine   |

| Body Code | Body Class | Body Title  |
|-----------|------------|---|
| 401       | A-BF       | Special Construction Supercharged Fuel                            |
| 402       | A-BG       | Special Construction Supercharged Gas                             |
| 403       | A-F        | Special Construction Modified Fuel                                |
| 404       | A-G        | Special Construction Modified Gas                                 |
| 405       | A-PBF      | Special Construction Pushrod Supercharged Fuel                    |
| 406       | A-PBG      | Special Construction Pushrod Supercharged Gas                     |
| 407       | A-PF       | Special Construction Pushrod Fuel                                 |
| 408       | A-PG       | Special Construction Pushrod Gas                                  |
| 409       | APS-BF     | Special Construction Partial Streamline Supercharged Fuel         |
| 410       | APS-BG     | Special Construction Partial Streamline Supercharged              |
| 411       | APS-F      | Special Construction Partial Streamline Modified Fuel             |
| 412       | APS-G      | Special Construction Partial Streamline Modified Gas              |
| 413       | APS-PBF    | Special Construction Partial Streamline Pushrod Supercharged Fuel |
| 414       | APS-PBG    | Special Construction Partial Streamline Pushrod Supercharged Gas  |
| 415       | APS-PF     | Special Construction Partial Streamline Pushrod Fuel              |



|     |         |   |
|-----|---------|---|
| 416 | APS-PG  | Special Construction Partial Streamline Pushrod Gas               |
| 417 | APS-VBF | Special Construction Partial Streamline Vintage Supercharged Fuel |
| 418 | APS-VBG | Special Construction Partial Streamline Vintage Supercharged Gas  |
| 419 | APS-VF  | Special Construction Partial Streamline Vintage Fuel              |
| 420 | APS-VG  | Special Construction Partial Streamline Vintage Gas               |
| 421 | A-VBF   | Special Construction Vintage Supercharged Fuel                    |
| 422 | A-VBG   | Special Construction Vintage Supercharged Gas                     |
| 423 | A-VF    | Special Construction Vintage Fuel                                 |
| 424 | A-VG    | Special Construction Vintage Gas                                  |
| 425 | P-P     | Production Frame Production                                       |
| 426 | P-PP    | Production Frame Production Pushrod                               |
| 427 | P-PB    | Production Frame Production Supercharged                          |
| 488 | P-PV    | Production Frame Production Vintage                               |
| 489 | P-PPB   | Production Frame Production Pushrod Supercharged                  |
| 428 | SC-BF   | Sidecar Supercharged Fuel   |
| 429 | SC-BG   | Sidecar Supercharged Gas  |
| 430 | SC-F    | Sidecar Modified Fuel   |
| 431 | SC-G    | Sidecar Modified Gas  |
| 432 | SC-PBF  | Sidecar Pushrod Supercharged Fuel                                 |
| 433 | SC-PBG  | Sidecar Pushrod Supercharged Gas                                  |
| 434 | SC-PF   | Sidecar Pushrod Fuel  |
| 435 | SC-PG   | Sidecar Pushrod Gas   |
| 436 | SC-VBF  | Sidecar Vintage Supercharged Fuel                                 |
| 437 | SC-VBG  | Sidecar Vintage Supercharged Gas                                  |
| 438 | SC-VF   | Sidecar Vintage Fuel  |
| 439 | SC-VG   | Sidecar Vintage Gas   |
| 440 | S-BF    | Streamliner Supercharged Fuel                                     |
| 441 | S-BG    | Streamliner Supercharged Gas                                      |
| 442 | S-F     | Streamliner Fuel  |
| 443 | S-G     | Streamliner Gas   |
| 444 | S-PBF   | Streamliner Pushrod Supercharged Fuel                             |
| 445 | S-PBG   | Streamliner Pushrod Supercharged Gas                              |
| 446 | S-PF    | Streamliner Pushrod Fuel  |
| 447 | S-PG    | Streamliner Pushrod Gas   |
| 448 | S-VBF   | Streamliner Vintage Supercharged Fuel                             |
| 449 | S-VBG   | Streamliner Vintage Supercharged Gas                              |
| 450 | S-VF    | Streamliner Vintage Fuel  |
| 451 | S-VG    | Streamliner Vintage Gas   |
| 452 | M-BF    | Modified Supercharged Fuel  |
| 453 | M-BG    | Modified Supercharged Gas   |
| 454 | M-F     | Modified Fuel   |
| 455 | M-G     | Modified Gas  |
| 456 | M-PBF   | Modified Pushrod Supercharged Fuel                                |
| 457 | M-PBG   | Modified Pushrod Supercharged Gas                                 |
| 458 | M-PF    | Modified Pushrod Fuel   |
| 459 | M-PG    | Modified Pushrod Gas  |
| 460 | MPS-BF  | Modified Partial Streamline Supercharged Fuel                     |
| 461 | MPS-BG  | Modified Partial Streamline Supercharged Gas                      |
| 462 | MPS-F   | Modified Partial Streamline Fuel                                  |
| 463 | MPS-G   | Modified Partial Streamline Gas                                   |
| 464 | MPS-PBF | Modified Partial Streamline Pushrod Supercharged Fuel             |
| 465 | MPS-PBG | Modified Partial Streamline Pushrod Supercharged Gas              |
| 466 | MPS-PF  | Modified Partial Streamline Pushrod Fuel                          |

|     |           |   |
|-----|-----------|---|
| 467 | MPS-PG    | Modified Partial Streamline Pushrod Gas               |
| 468 | MPS-VBF   | Modified Partial Streamline Vintage Supercharged Fuel |
| 469 | MPS-VBG   | Modified Partial Streamline Vintage Supercharged Gas  |
| 470 | MPS-VF    | Modified Partial Streamline Vintage Fuel              |
| 471 | MPS-VG    | Modified Partial Streamline Vintage Gas               |
| 472 | M-VBF     | Modified Vintage Supercharged Fuel                    |
| 473 | M-VBG     | Modified Vintage Supercharged Gas                     |
| 474 | M-VF      | Modified Vintage Fuel                                 |
| 475 | M-VG      | Modified Vintage Gas                                  |
| 476 | SCS-BF    | Sidecar Streamliner Supercharged Fuel                 |
| 477 | SCS-BG    | Sidecar Streamliner Supercharged Gas                  |
| 478 | SCS-F     | Sidecar Streamliner Fuel                              |
| 479 | SCS-G     | Sidecar Streamliner Gas                               |
| 480 | SCS-PBF   | Sidecar Streamliner Pushrod Supercharged Fuel         |
| 481 | SCS-PBG   | Sidecar Streamliner Pushrod Supercharged Gas          |
| 482 | SCS-PF    | Sidecar Streamliner Pushrod Fuel                      |
| 483 | SCS-PG    | Sidecar Streamliner Pushrod Gas                       |
| 484 | SCS-VBF   | Sidecar Streamliner Vintage Supercharged Fuel         |
| 485 | SCS-VBG   | Sidecar Streamliner Vintage Supercharged Gas          |
| 486 | SCS-VF    | Sidecar Streamliner Vintage Fuel                      |
| 487 | SCS-VG    | Sidecar Streamliner Vintage Gas                       |
| 488 | P-PV      | Production Frame Production Vintage                   |
| 489 | P-PPB     | Production Frame Production Pushrod Supercharged      |
| 490 | APS-Omega | Partial Streamliner (Electric/Steam/Turbine only)     |
| 491 | S-Omega   | Streamliner (Electric/Steam/Turbine only)             |

## **APPENDIX B FORMS**

- B-1 Scrutineers Car Inspection and Classification Form**
- B-2 Scrutineers Motorcycle Inspection and Classification Form**
- B-3 Policy and Procedures for Rules Committee and Rule Changes Form**
- B-4 Protest Form**
- B-4 Proxy Form**

**B-1 Scrutineers Car Inspection & Classification Form**

Primary / 1st Inspector's Signature: \_\_\_\_\_ Print Name: \_\_\_\_\_ Inspection Date: \_\_\_\_\_  
 Over 200 mph / New Vehicle 2nd Inspector's Signature: \_\_\_\_\_ Print Name: \_\_\_\_\_ Inspection Date: \_\_\_\_\_  
 Over 250 mph / 3rd Inspector's Signature: \_\_\_\_\_ Print Name: \_\_\_\_\_ Inspection Date: \_\_\_\_\_

| Sec. / Ref. No.             | Requirements  | N/A | 1 | 2 | 3 |
|-----------------------------|---|-----|---|---|---|
| <b>Safety / Clothing:</b>   |   |     |   |   |   |
| 1.A                         | Vehicle and driver present in Race Ready Condition – i.e. race tyres, belts etc.  |     |   |   |   |
| 3.O                         | <input type="checkbox"/> 4LB Portable Fire Extinguisher / <input type="checkbox"/> CB Radio in Push, Crew Vehicles  |     |   |   |   |
| 3.A.2, 3.D, 3.A.3           | <input type="checkbox"/> Helmet, full face with shield – SA 2005 or later / <input type="checkbox"/> Arm SFI 3.3 Restraints / <input type="checkbox"/> Head / Neck Restraints                         |     |   |   |   |
| 3.A.1                       | <input type="checkbox"/> Drivers Suit / <input type="checkbox"/> Head sock / <input type="checkbox"/> Gloves / <input type="checkbox"/> Shoes – to meet class requirements (SFI tag attached)         |     |   |   |   |
| <b>Drivers Compartment:</b> |   |     |   |   |   |
| 1.A                         | Vehicle chassis number sticker on chassis – must match log book   |     |   |   |   |
| 3.B, 3.B.1                  | Roll Cage / Cross members – meets class requirements  |     |   |   |   |
| 3.B.2                       | Roll Cage and Headrest padding – in helmet contact area (SFI approved)  |     |   |   |   |
| 3.D.1                       | Seat securely mounted – guide rails, bottom and back – no sprung or plastic seats   |     |   |   |   |
| 3.D.2                       | Seat Belt / Shoulder Harness / Crotch Strap (SFI spec 16.1 w/tag, not over 5 years old) – securely mounted  |     |   |   |   |
| 3.D.3, 3.N                  | Fire / Fuel / Ignition / Parachute Release inside cage – easily accessible with restraints on   |     |   |   |   |
| 3.L                         | Steering Wheel clearance - operates freely, rigidly mounted   |     |   |   |   |
| 3.H.1                       | Reverse Gear lockout, auto trans mandatory, manual recommended  |     |   |   |   |
| 3.J                         | Throttle / Toe Strap / Positive Stop  |     |   |   |   |
| 3.W                         | Brake operation – inside cage / easy to operate with restraints on  |     |   |   |   |
| 3.D.3, 4.P, 3.G             | Window Net / Floorboard / Secondary Flooring / Inner paneling – securely mounted as required  |     |   |   |   |
| 3.1.2                       | All Fuels / Nitrous Oxide Bottles <b>must</b> be completely isolated from driver's compartment  |     |   |   |   |
| 3.E                         | Fresh Air Vent – enclosed vehicles – fire protection around ducting   |     |   |   |   |
| 3.E                         | Disabled door and steering wheel locks  |     |   |   |   |
| 1.A                         | Bail Out Procedure Completed <input type="checkbox"/> Primary Inspection <input type="checkbox"/> Sighted in Logbook, Date  |     |   |   |   |
| <b>Fire System:</b>         |   |     |   |   |   |
| 3.O                         | 0-200 mph – 10 lbs. minimum - *driver and engine  |     |   |   |   |
| 3.O                         | 0-200 mph – 10 lbs. minimum - *driver and engine  |     |   |   |   |
| 3.O                         | 201 + MPH 11 lbs. minimum* over 5lbs for driver   |     |   |   |   |
| 3.O                         | Bottles securely mounted – hose clamps alone are not acceptable   |     |   |   |   |
| 3.O                         | Fire nozzle in driver's area  |     |   |   |   |
| 3.O                         | Bi-Annual (2 yr.) inspection Sticker / Certificate(s) legible without removing the bottles  |     |   |   |   |
| 3.O                         | Two (2) 180° Fire Nozzles directed to header / oil pan area   |     |   |   |   |
| <b>Engine Compartment:</b>  |   |     |   |   |   |
| 3.1.1                       | Fuel Shut-off – Electric Fuel Pump Safety Switch – check operation  |     |   |   |   |
| 3.J                         | Throttle Operations – two return springs / over centre positive stop  |     |   |   |   |
| 3.1, 3.R                    | Metal Clamps on Fuel Lines / Water lines  |     |   |   |   |
| 3.F                         | Firewall – Metal (.060 minimum thickness) all holes sealed between engine and drivers compartment   |     |   |   |   |
| 3.P                         | Exhaust Headers directed away from course and braced  |     |   |   |   |
| 3.1.2                       | Nitrous Oxide System / pressure relief valve vented to outside vehicle with hard line securely mounted  |     |   |   |   |
| 3.X                         | Blower Restraints – (SFI type)  |     |   |   |   |
| <b>Drivetrain:</b>          |   |     |   |   |   |
| 3.O                         | Flywheel Shield – 1/4" steel or approved equivalent   |     |   |   |   |
| 3.H                         | Automatic / Planetary Transmission Shield – (SFI 4.1 recommended)   |     |   |   |   |
| 3.I                         | Fuel lines, tanks & bottles in flywheel plane require extra shielding   |     |   |   |   |
| 3.S                         | Drive Shaft Sling 360° - front 25% of driveshaft (1/4" x 1" steel minimum requirement)  |     |   |   |   |
| <b>Chassis:</b>             |   |     |   |   |   |
| 2.F                         | Tyres – <input type="checkbox"/> O.E.M. up to Approved Speed, <input type="checkbox"/> O.E.M. VR & ZR rates / Up to 200 MPH, <input type="checkbox"/> over 201 MPH – Approved racing tyres only       |     |   |   |   |
| 2.G                         | <input type="checkbox"/> O.E.M. Wheels – <input type="checkbox"/> Welded Production Wheels / <input type="checkbox"/> Certified Alloy Wheels, 1/4" retainers / <input type="checkbox"/> Racing Wheels |     |   |   |   |
| 2.F                         | <input type="checkbox"/> Under 200MPH proper lugs / <input type="checkbox"/> Over 200MPH, 1" lugs / <input type="checkbox"/> over 29" dia, 17" wheel, five 1/2" dia studs, 1" lugs                    |     |   |   |   |
| 2.G                         | <input type="checkbox"/> Metal Caps on all valve stems / <input type="checkbox"/> Metal Valve stems on all tubeless tyres   |     |   |   |   |
| 2.G                         | Wheel Cover – 6 machine grade screws / 3 Dzus fasteners   |     |   |   |   |
| 3.L, 3.T                    | Steering Gear, Shaft securely mounted / Steering Stops  |     |   |   |   |
| 3.T                         | Safety washers on all heim joints   |     |   |   |   |
| 2.D                         | Shock Absorber for each sprung (non-rigid) wheel  |     |   |   |   |
| 3.S                         | Traction Bar slings – minimum 1/4" dia  |     |   |   |   |
| 3.1                         | Fuel / Water tanks securely mounted / properly vented   |     |   |   |   |
| 2.J, 3.K                    | Ballast / Battery securely mounted  |     |   |   |   |
| 2.E                         | Safety Hubs / no "C" clips / Front / Rear   |     |   |   |   |
| 3.M                         | <input type="checkbox"/> Parachute over 175, <input type="checkbox"/> 2 chutes over 300 – check mounting / operation  |     |   |   |   |
| 2.I                         | Bumper / Push Bar, prompt removal Device / Tow Rope Attachment Point  |     |   |   |   |
| <b>Body:</b>                |   |     |   |   |   |
| 2.K                         | Body meets class requirements / Neat appearance   |     |   |   |   |
| 2.I, 3.1.2                  | Vehicle Number / Class / Nitrous Oxide markings on body and legible   |     |   |   |   |
| 4.X                         | Roof Rails / Cars over 200 MPH – (GC, CC, ALT, MS, PRO, PS and GT)  |     |   |   |   |
| 3.U                         | <input type="checkbox"/> All non-laminated glass windows and lights <b>must</b> be covered on both sides with safety film   |     |   |   |   |
| 3.U                         | <input type="checkbox"/> polycarbonate over 200mph <input type="checkbox"/> Frameless Window  |     |   |   |   |
| 3.U                         | Window Tabs – front and rear over 175 MPH   |     |   |   |   |
| 3.E, 2.M                    | <input type="checkbox"/> Doors / Canopy easy to ope from inside and out – check operation / <input type="checkbox"/> "Open" clearly marked for canopy / Hood Release                                  |     |   |   |   |
| 3.K                         | Main Battery Disconnect Switch - visible and clearly marked <input type="checkbox"/> Front <input type="checkbox"/> Rear <input type="checkbox"/> Operable / Clearly Marked                           |     |   |   |   |
| Remarks: _____              |   |     |   |   |   |

**B-2 Scrutineers Motorcycle Inspection & Classification Form**

| <b>Technical Inspection</b>  |   |                 |                 |                 |
|--|---|-----------------|-----------------|-----------------|
| Paperwork  |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 1.A  | TECH SHEET / LOG BOOK / TAG – check log no / tag, log book, comments, codes   |                 |                 |                 |
| 7.B.1  | ENTRY NUMBER 7 CLASS DESIGNATION – contrasting and displayed correctly  |                 |                 |                 |
| 7.A.1  | LICENSE – State Driver's License with motorcycle endorsement or DLRA  |                 |                 |                 |
| <b>General Requirements ALL Motorcycles &amp; Streamliners (if applicable)</b> |   |                 |                 |                 |
| <b>Riding Apparel &amp; Support Equipment</b>                                  |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.C.1  | HELMET – check DLRA sticker, full face with a shield, Snell tag, M2005 or later   |                 |                 |                 |
| 7.C.2  | RIDING SUIT – Good condition, 1 piece or 2 piece zip together, all leather  |                 |                 |                 |
| 7.C.3  | BOOTS – suitable for motorcycle riding and at least 8" high   |                 |                 |                 |
| 7.C.4  | GLOVES – Must be leather, but not perforated or skeleton type   |                 |                 |                 |
| 1.L  | SUPPORT VEHICLE EQUIPMENT - 4lb. Fire Extinguisher, Flashing Light and CB Radio   |                 |                 |                 |
| <b>Tyres &amp; Wheels</b>  |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.B.8  | TYRE SPEED RATINGS – up to 130mph, V up to 150mph., ZR & shaved V up to 200mph, Documented Road Racing up to 265mph and LSR 265mph +                              |                 |                 |                 |
| 7.B.8  | TYRES – All production (DOT) tyres must be less than 10 years old ( V, Z, ZR)   |                 |                 |                 |
| 7.B.8  | TYRE CONDITION – must be good, without repairs, no cords showing  |                 |                 |                 |
| 7.B.9  | TYRE VALVE STEMS & CAPS – must be metal   |                 |                 |                 |
| 7.B.9  | RUBBER ANGLED VALVE STEMS (tube type) – must be anchored to resist deflection   |                 |                 |                 |
| 7.B.10   | WHEELS / SPOKES – check for loose or missing spokes, bent or cracked rims   |                 |                 |                 |
| 7.B.15   | AXLE NUTS & PINCH BOLTS – must be secured by safety wire, pins or other devices   |                 |                 |                 |
| <b>Fuel System</b>   |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.B.25   | FUEL TANK – must be well constructed and securely mounted   |                 |                 |                 |
| 7.B.25   | FUEL TANK CAP – shall be a positive locking type or screw-on  |                 |                 |                 |
| 7.B.2.4  | FUEL FILTERS AND PETCOCKS – No plastic components, must be metal  |                 |                 |                 |
| 7.B.25   | FUEL LINES – must be safely routed and secured with metal clamps  |                 |                 |                 |
| 7.B.25   | FUEL LINES – All un-valved lines are fireproofed, including tank crossover  |                 |                 |                 |
| 7.B.25   | FUEL LINES – Clear fuel lines allowed if line is marked "for fuel use"  |                 |                 |                 |
| 7.B.21   | NITROUS OXIDE SYSTEM – Bottle shut-off protected, location marked, if covered   |                 |                 |                 |
| <b>Controls</b>  |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.B.3  | THROTTLE – self-closing, quickly and smoothly, no throttle locks allowed  |                 |                 |                 |
| 7.B.23   | BRAKE CONTROL(S) – operable with hand on handlebar or foot on foot peg  |                 |                 |                 |
| 7.B.2.1  | ENGINE KILL SWITCH – positive off – not push and hold type, operable from grips   |                 |                 |                 |
| 7.B.2.2  | ENGINE KILL LANYARD – Check operation and mounting angle  |                 |                 |                 |
| 7.B.2.3  | FUEL PUMP STOP LANYARD – Required if engine kill lanyard does not shut off fuel pump  |                 |                 |                 |
| 7.B.2.4  | GASOLINE / FUEL PUMP SHUT-OFF – operable from riding position, check operation  |                 |                 |                 |
| 7.B.2.5  | FUEL SHUT-OFF – operable from grips, check operation (FUEL CLASS)   |                 |                 |                 |
| 7.B.4  | CONTROL LEVERS – have ball ends, 1.2" diameter  |                 |                 |                 |
| 7.B.4  | HANDLEBARS – hand grips must be located outside of forks  |                 |                 |                 |
| <b>Frame, Suspension &amp; Steering</b>  |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.B.7  | FOOT RESTS – required, location cannot expose rider to direct engine exhaust  |                 |                 |                 |
| 7.B.10   | FORK STOPS – limits travel beforehand touch or dampener bottoms   |                 |                 |                 |
| 7.B.19   | FORK STOPS – must limit forks 15° right and 15° left (30° total) (A Class)  |                 |                 |                 |
| 7.B.22   | CHAIN / BELT GUARD – metal construction, no plastic. Width at least 1.5 times chain / belt and covers from centre of front sprocket to rear edge of rear sprocket |                 |                 |                 |
| 7.B.22   | DRIVE SPROCKET, PRIMARY DRIVE and CLUTCH – must have side protection  |                 |                 |                 |
| 7.B.17   | STEERING DAMPENER – required (ALL classes)  |                 |                 |                 |
| <b>Brakes</b>  |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.B.23   | BRAKES – functional front & rear brake required, unless class allows rear brake only  |                 |                 |                 |
| <b>Other</b>   |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.B.24   | BALLAST – located ahead of rear axle, securely mounted, metal hold downs only   |                 |                 |                 |
| 7.B.26   | BATTERY – securely mounted, metal hold downs only   |                 |                 |                 |
| 7.B.5  | LIGHTS / MIRRORS – removed or all glass or plastic lens are taped   |                 |                 |                 |
| 7.B.20   | EXHAUST PIPE(S) – outlet(s) directed away from rider, rear wheel and the course   |                 |                 |                 |
| 7.B.12   | WINDSHIELD / WINDSCREENS – must be shatter resistant material   |                 |                 |                 |

See over for – Additional Requirements for Motorcycle Streamliners and Requirements for Sidecars

**Additional Requirements for Motorcycle Streamliners**

| <b>Apparel &amp; Support Equipment</b> |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
|--|---|-----------------|-----------------|-----------------|
| 7.C.1                                  | HELMET – Streamliner riders must use a Snell Foundation SA 2000 or later  |                 |                 |                 |
| 7.H.3                                  | DRIVERS SUIT / HEADSOCK / SHOES / GLOVES – meet class requirements, SFI tags attached   |                 |                 |                 |
| <b>Driver Compartment</b>              |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.H.4                                  | ROLL BAR / ROLL CAGE / CROSS BRACES – meet class requirements, correctly braced   |                 |                 |                 |
| 7.H.4                                  | ROLL BAR and HEADREST PAD – required in helmet contact area (SFI approved)  |                 |                 |                 |
| 3.D.1                                  | SEAT – securely mounted – bottom and back   |                 |                 |                 |
| 7.H.5                                  | SEAT BELT / SHOULDER HARNESS / CROTCH STRAP – must be securely mounted SFI spec 16.1 with tags, not over 5 years old, additional strap required for reclined drivers. Approved limb restraints with a SFI 3.3 spec dated 2006 or later are required |                 |                 |                 |
| 7.H.17                                 | NITROUS OXIDE – no nitrous bottles in drivers compartment   |                 |                 |                 |
| 3.1                                    | FUEL TANK(S), BATTERY & FUEL LINES - must be located outside drivers compartment  |                 |                 |                 |
| 7.H.6                                  | FRESH AIR VENT – driver compartment has adequate venting  |                 |                 |                 |
| 7.H.7                                  | WINDSHIELD / CANOPY – shatterproof polycarbonate or acrylic or safety glass 120° view   |                 |                 |                 |
| 7.H.14                                 | DRIVER'S SPACE – must be free of sharp edges, projections and other sources of injury   |                 |                 |                 |
| 7.H.10                                 | BAIL-OUT DRILL – verify driver is able to exit liner unassisted within 15 seconds   |                 |                 |                 |
| 7.H.10                                 | CANOPY – check latch operation inside and out, exterior latch clearly marked 'OPEN'   |                 |                 |                 |
| 3.L                                    | STEERING CONTROL – operates freely, rigidly mounted, must have steering stops   |                 |                 |                 |
| 3.W                                    | BRAKE CONTROL – Located inside cage / easy to operate with restraints on  |                 |                 |                 |
| 3.W/W/I                                | FIRE / FUEL/IGNITION / PARACHUTE CONTROLS – driver must demonstrate access / operation to each control while wearing helmet, suit and gloves while properly restrained  |                 |                 |                 |
| 7.H.9                                  | TYRES – Any tyre within the driver compartment must have a fender to protect the driver   |                 |                 |                 |
| 3.J                                    | THROTTLE OPERATION – self closing, quickly and smoothly   |                 |                 |                 |
| <b>Fire Suppression System</b>         |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 3.Q                                    | MINIMUM AGENT REQUIREMENTS – must meet class / speed minimums   |                 |                 |                 |
| 7.H.2                                  | FIRE SYSTEM – >150mph nozzle located in driver's area, < 150mph, driver + engine  |                 |                 |                 |
| 3.Q                                    | FIRE NOZZELS - 1 in drivers area, over 150mph, 2 more nozzles aimed at header / oil pan   |                 |                 |                 |
| 3.Q                                    | FIRE BOTTLES – must be securely mounted – hose clamps not acceptable  |                 |                 |                 |
| 3.Q                                    | BI-ANNUAL INSPECTION STICKER(S) – valid and readable without removing bottles   |                 |                 |                 |
| <b>Chassis</b>                         |   | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
| 7.H.14                                 | HEIM JOINTS – safety washers required on all heim joints (NO aluminium)   |                 |                 |                 |
| 7.H.19                                 | SHOCK ABSORBERS – required for each sprung wheel  |                 |                 |                 |
| 7.H.22                                 | CHAIN GUARD – positioned to prevent damage to oil, coolant, fuel and brakes lines   |                 |                 |                 |
| 7.H.13                                 | PARACHUTE - 1 required, 2 required over 250mph, check mounting / demo operation   |                 |                 |                 |
| 7.H.23                                 | MAIN BATTERY DISCONNECT SWITCH – must be visible and clearly marked outside   |                 |                 |                 |
| 7.H.19                                 | SKIDS – must have positive lock in up & down positions, surface friendly design   |                 |                 |                 |
| 7.H.11                                 | WHEELS – over 200mph, must use race rims or be reinforced per 2.G   |                 |                 |                 |
| 7.H.1                                  | FIREWALL – metal / .060" minimum thickness, all holes sealed  |                 |                 |                 |
| 3.F                                    | FIREWALL – linkage passing through firewall goes through upper half only  |                 |                 |                 |
| 3.P                                    | EXHAUST PIPE(S) – outlet(s) must be directed away from driver, wheels, tyres and course   |                 |                 |                 |
| 7.H.1                                  | DRAINS – must have adequate drain holes in the engine / fuel compartment  |                 |                 |                 |
| 7.B.21                                 | NITROUS BOTTLE – must be securely mounted, pressure relief valve vent to outside with hard line   |                 |                 |                 |
| 7.H.21                                 | TOWING – must have obvious tow strap attachment   |                 |                 |                 |

**Requirements for Sidecars**

|        |  | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> |
|--------|--|-----------------|-----------------|-----------------|
| 7.1.1  | LOADING – side cars wheel must be sufficiently loaded to assure stability (10%)  |                 |                 |                 |
| 7.1.8  | SIDECAR ATTACHMENT – attaching fasteners secured by safety wire, pins or other   |                 |                 |                 |
| 7.1.10 | SIDECAR WHEEL – the inside (toward rider) of the sidecar wheel must be covered   |                 |                 |                 |
| 7.1.11 | PLATFORM – minimum dimensions each side 12" wide by 32" long, rectangular shaped |                 |                 |                 |
| 7.1.11 | PLATFORM – Must demonstrate the platform accommodates a kneeling passenger       |                 |                 |                 |

**Remarks**

\_\_\_\_\_

\_\_\_\_\_

| ENTRY No. | VEHICLE No. | CLASS |
|-----------|-------------|-------|
|           |             |       |

## B-3 Policy and Procedure for DLRA Rules Committee and Rule Changes

### **Policy Objective:**

The purpose of this policy is to ensure the integrity and consistency of the DLRA Rule Book which forms the basis on which events are conducted so events are run as fairly and safely as possible. The process for DLRA rule changes is not an annual event, but rather an ongoing process wherein each proposal is reviewed via specific steps. Only when the review process is complete will the Rules Committee present the issues to the DLRA Board for action.

By adhering to the process herein described, any current rule/class or rule/class change proposal will receive a fair and thorough examination and explanation, allowing for membership input prior to DLRA Board action.

### **Procedure:**

Submission - Any DLRA member may propose a rule change or seek clarification or validation by either of TWO methods:

**1. BY PETITION** - A member may complete a Rule Change/Clarification Form (Petition) and submit to the Rules Committee Co-ordinator who will then forward to the appropriate Chief Steward (car or motorcycle). Petitions directed to the DLRA office or Board will be forwarded to the Rules Committee Co-ordinator then to the appropriate Chief Steward (car or motorcycle).

Members may obtain the petition form from:

3. DLRA office
4. Chief Steward (car or motorcycle)
5. Event Registration Trailer
6. Record Certification Officer
7. Rules Committee Coordinator
8. DLRA website- [www.dlra.org.au](http://www.dlra.org.au)

NOTE - Experience has shown that some rule issues involve a considerable amount of research. It is incumbent upon the person requesting the rule change to complete all appropriate information on the form. Petitioners may be required to conduct the additional research at the discretion of the appropriate Chief Steward.

**2. BY PROTEST** - Validation of a specific rule or a certain vehicle's application to a rule may be accomplished by completion of the Protest Form. The instructions and conditions for protest are found in the DLRA Rule Book 1.1. Protest forms are available in the registration trailer. The DLRA Contest Board will decide protests within 30 days of receipt. The DLRA may appoint a committee to investigate the protest and said committee may include appropriate technical expertise that is available outside of DLRA membership.

The process of the protest may ultimately effect a rule change by direction of the DLRA Board.

**THE PATH** - Regardless of submission point, all rule change, review petitions and protests will be forwarded to the Rule Book Coordinator who will maintain a log showing date received, petitioner, issue and status. The appropriate Chief Steward shall review each petition or protest. If additional information or research is necessary, the Chief Steward may return the form to the petitioner/protester for more information. When the Chief Steward is satisfied that he has all the necessary and appropriate information, and it does not require a rule book change or addition, he/she may

1. Interpret and/or clarify simple issues and then answer the issue and advise the Rules Committee Coordinator to set the status to 'Completed'.
2. Determine that the issue is of a general nature and forward to the Rules Committee Coordinator to include on the Rules Meeting agenda, or
3. If it is a Category specific issue, forward it to the representative of the appropriate Category (ie: Special Construction/Production/Modified etc) for determination. The appropriate Chief Steward shall include his/her comments and recommendations before forwarding to the Category representative.

**Car and Motorcycle Category representatives** - Upon receipt of a petition from the Chief Steward it is the responsibility of each Category representative to confer with appropriate members and review each rule petition. Category representatives may make simple rule interpretations and clarifications. All petitioners will be answered in writing. The petition is then returned to the Chief Steward with a copy of the written answer attached. More complex issues may require that the Category representative take a lead role in research or asking the petitioner for more information. If it is determined that the issue needs to be sent to the Rules Committee, the Category representative shall submit the petition back to the Chief Steward who then forwards it to the Rules Committee Coordinator, with category committee recommendations and ask to include it on the agenda for the next Rules Committee meeting. Issues that have not completed this process shall not be placed on the Rules Committee agenda.

### **RULES COMMITTEE MEETING**

The Rules Committee is required to, but not limited to meet at least once per year. The date for the meeting shall be set at least 14 days prior to the meeting.

**Rules Committee Composition:** Any DLRA member is welcome to attend the rules committee meeting, however, the voting rules committee shall be composed of:

- Rules Committee Coordinator (appointed by DLRA Board)
- A representative of each category of vehicle or his/her designee (Special Construction, Vintage, Classic, Modified, Production, Diesel Truck and Motorcycle)
- Chief Car Steward
- Chief Motorcycle Steward

The attendance of the car and motorcycle technical stewards is **mandatory** at Rules Committee meetings.

Only those attending as a designated rules committee member are entitled to vote on issues.

**The Rules Committee Coordinator** is responsible for:

- Recommending meeting dates
- Developing the rules meeting agenda
- Making note of meeting decisions
- Preparation of a recommendation package for the DLRA Board and ultimately incorporating Board action into new DLRA rulebook.

**RULES MEETING AGENDA** - Issues brought before the Rules Committee for action shall be done ONLY by two means:

- Issues to be reviewed by virtue of the petitions that have completed processing and have been forwarded by the any of the Chief Stewards or Rules Committee Coordinator.
- Issues that have been referred to the Rules Committee by the DLRA Board.

Any issues which have not completed the entire review process shall be set aside until that process is completed and acted upon at a future Rules Committee meeting.

The Rules Committee shall review issues on the agenda and submit to the DLRA Board with recommendations. Issues that the Rules Committee cannot make recommendations for due to lack of information shall be returned to appropriate Chief Steward for additional research.

Adopted DLRA - May 2011



**B-3 Rule Change or Addition Submission Form (Petition)**



Petitioner: \_\_\_\_\_

Name \_\_\_\_\_ Home Phone # \_\_\_\_\_

\_\_\_\_\_

Address \_\_\_\_\_ Work Phone # \_\_\_\_\_

\_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ P/code \_\_\_\_\_ Membership Number \_\_\_\_\_

E-mail address \_\_\_\_\_

Issue:

Relevant Rule: Section \_\_\_\_\_ Page # \_\_\_\_\_

Desired Outcome:

Reason change is necessary:

What are the side effects? (Example: 20 new classes, records voided, etc)

Desired Rulebook (re) wording:

Forward this form to Rules Committee Co-Coordinator listed in DLRA Rulebook.

\* Note: You may be required to research and develop information concerning the effects of this proposed change.

**B-4 Protest form**



Name: ..... Signature.....

Membership Number: ..... Date .....

Reason for protest (Attach additional sheets if space insufficient)

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Describe what you think the outcome of this protest should be

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

**B-5 PROXY FOR MEETING OF THE DRY LAKES RACERS AUSTRALIA**

NOTE: This document is to be used by active members to appoint a proxy. A proxy is allowed to vote or act on behalf of another active member, if that active member cannot attend the Meeting.

I \_\_\_\_\_, DLRA MEMBER No. \_\_\_\_\_ hereby appoint and authorize  
 <name> <number>

\_\_\_\_\_ DLRA MEMBER No. \_\_\_\_\_ to act as proxy and to vote on my  
 <name> <number>  
 behalf at the meeting of the Dry Lakes Racers Australia, which will be held at:

Address: \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_

**GENERAL POWERS** (You may choose to grant general powers, limited powers or both. Check "General Powers" if you want your proxy holder to vote on other issues which might come up at the meeting and for which a limited proxy is not required).

I authorize and instruct my proxy to use his or her best judgment on all other matters which properly come before the meeting and for which a general power may be used.

**LIMITED POWERS** (for your vote to be counted on the following issues, you must indicate your preference in the blank(s) provided below).

I specifically authorize and instruct my proxy holder to cast my vote in reference to the following matters as indicated below:

| 1. Nomination of Office Bearers |  |
|---------------------------------|--|
| President :                     |  |
| Vice President                  |  |
| Secretary                       |  |
| Treasurer                       |  |

| 2. Voting for Office Bearers |  |
|------------------------------|--|
| President :                  |  |
| Vice President               |  |
| Secretary                    |  |
| Treasurer                    |  |

| 3. Nomination of Operational Positions |  |
|--|--|
| Race Director :                        |  |
| Chief Car Steward(s):                  |  |
| Chief Motorcycle Steward(s)            |  |
| Starter                                |  |
| Assistant Starter(s)                   |  |
| Timer                                  |  |
| Assistant Timer(s)                     |  |
| Steward                                |  |
| Scrutineer                             |  |
| Assistant Scrutineer(s)                |  |
| State Delegates                        |  |

| 4. Voting for Operational Positions |  |
|-------------------------------------|--|
| Race Director :                     |  |
| Chief Car Steward(s):               |  |
| Chief Motorcycle Steward(s)         |  |
| Starter                             |  |
| Assistant Starter(s)                |  |
| Timer                               |  |
| Assistant Timer(s)                  |  |
| Steward                             |  |
| Scrutineer                          |  |
| Assistant Scrutineer(s)             |  |
| State Delegates                     |  |

5. Rulebook \_\_\_\_\_

6. Constitution \_\_\_\_\_

This proxy shall be void if I personally attend the said meeting.

IN WITNESS WHEREOF, I have executed this proxy on the day of \_\_\_\_\_  
 <Date>

\_\_\_\_\_  
 <Signature>

**B-6 DLRA Results Amendment Form**

Whilst every attempt is made to ensure that the results and records published are correct. We recognise that from time to time we may get it wrong after all we're only human, just like you. Anyway, here is your chance to let us know about any errors or omissions in the results or records and get it corrected.

Amendments will only be accepted by using this form, don't tell or ring anyone expecting it to happen, 'cause it won't.

NOTE: When amendments are received they are referred to the DLRA Timer and may take some time to appear in the results or records so please be patient.

|                     |  |
|---------------------|--|
| Name:               |  |
| Address:            |  |
| City:               |  |
| State:              |  |
| Postcode:           |  |
| Country:            |  |
| Email Address:      |  |
| DLRA Member Number: |  |

**Details of Amendment**

Published Record

|          |  |
|----------|--|
| Year:    |  |
| Driver:  |  |
| Vehicle: |  |
| Class:   |  |
| Speed:   |  |

Claim or Adjustment

|          |  |
|----------|--|
| Year:    |  |
| Driver:  |  |
| Vehicle: |  |
| Class:   |  |
| Speed:   |  |

Supporting Details

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Signed:

Date: