Dry Lakes Racers Australia Inc.
2019 Rulebook Changes

For your ease of use and understanding, list here are the changes to the DRLA Rulebook for 2019.
Bold face words or sentences indicates updated rules.
ALL PORTIONS THAT ARE CAPITALISED CONTAIN IMPORTANT INFORMATION.
Italicised type indicates DLRA specific requirements.
Any questions or comments, info@dlra.org.au

Changes listed are broken down into 4 sections;

- Replacement,
- Additions, corrections,
- CAR category/general change submissions and
- MOTORCYCLE category/general change submissions

Replacement

1.F QUALIFYING:

1.F.1 Vehicle Qualifying

All cars, except Streamliners and Lakesters, shall reach 150 MPH on either short course before competing on the long course on Track 1. Cars that have exceeded 150mph must go to Track 1 to perform an observed parachute release, which if successful will qualify them to use the long course on track 1. They may then be timed through the full five miles of the long course on Track 1 at the driver and race directors' discretion. A vehicle must qualify for the long course on track 1 in the SAME class in which it is entered.
All motorcycles that have reached 175mph on either short course may then be timed through the full five miles of the long course on Track 1 at the rider and race directors' discretion.
Once a car or motorcycle is qualified to run on the long course on track 1 it will be issued with a track 1 'LONG COURSE QUALIFIED' sticker.
All vehicles running Track 1 short course must turn out at the exit after the 3 mile marker or they will be stood down for 24 hours and no speed will be recorded.

1.F.2 Record 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 or on 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.
Track 1 is a combination course which includes both a long and a short course.
Track 2 is a short course only.
Except for Streamliners and Lakesters, record attempts against records of less than 175 MPH SHALL be made on the short course on either track 1 or track 2 regardless of previous vehicle performance.
The same driver/rider shall operate the vehicle for both halves of any record attempt for a record to be valid.

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 AUSTRALIAN RECORD RUNS:

Two-way average 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. A new record shall be attributed where a vehicle exceeds the existing record by at least .001 MPH.
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 impound area and report to the DLRA impound marshal within 15 minutes 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. Usually this will be the following morning. Where there are multiple entrants for a vehicle, the qualified entrant can elect to make a record attempt the same day.

Vehicles completing a record attempt shall proceed directly to the impound area for certification within 15 minutes 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.

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 compound 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

Additions

1.S PARTICIPANT COMMUNICATIONS

In order to participate, non-English speaking drivers/riders shall have an interpreter fluent in English available at all times to ensure the drivers/riders understands all written and verbal communications while at the events.

1.R. Fuel storage and use

The DLRA is required to manage risks from hazardous chemicals to health and safety so far as reasonably practicable including those operating temporary fuel storage and handling systems at Speed Week.
These rules relate directly to the responsibilities of entrants and teams, which is a subset of the total response by the DLRA.

1.R.1 Speed Week Entry form attachment:

Each entrant must complete the "Hazardous Fuel Register" that is attached to the Speed Week Entry form. Only fuels that are stored and being used by the entrant need to be listed in the register. A Speed Week Entry form will be considered incomplete if a list of fuels detailed on the register is not supplied.

1.R.2 Signage:

Each competition vehicle must display a warning sticker affixed for the fuel type(s) being used.
Each entrants pit must display a warning sign for each fuel type being used or stored.
Each pit must display a "No smoking, No open flame" warning sign.
All fuel containers must have a relevant warning label attached.
One of each sign and one sticker for each fuel type listed on the entrants "Hazardous Fuel Register" will be supplied as part of the entrant's pack. Additional signs and stickers will be available for purchase from merchandise.

1.R.3 Containment:

Entrants must control ignition sources and accumulation of flammable and combustible substances.
Temporary fuel systems must be adequately protected from undesirable static electricity accumulation.
Ensure ignition sources are eliminated from any on-site hazardous area(s) during anytime a potentially explosive mixture of flammable vapor and air exists.
All fuel containers must be contained in bunds that have 100% capacity for the container.

1.R.4 Dispensing of fuel:

Devices used to dispense fuel must be consistent with Australian standards.
Entrants dispensing fuel must have ready access to a spill kit.

1.R.5 Fire Fighting Equipment:

Each entrant must provide suitable extinguishers for the fuel types that they are storing and using.

1.R.6 Dispensing of fuel at the Start Line:

Dispensing of fuel whilst under control of the starter or starters assistants or with-in the start line areas is strictly forbidden. There is a dedicated and defined re-fueling and servicing area at the back of the start line areas with appropriate ground protection and extinguishers that entrants and teams

must use if required. Entrants attempting to dispense fuel within the start line areas will be instructed to immediately vacate the start line area.

1.R.7 Failure to comply:

Entrants found to be not complying with the rules will be instructed to comply. Multiple infringements with lead to disciplinary action by the Race Director.

5.D.7 TRACK and CIRCUIT CARS

This class is for existing competition cars previously used in other formulas or circuit racing in Australia. It provides for the cars to be used for land speed racing with a minimal amount of safety modifications so as not to destroy the authenticity or heritage of the car. The compromise is that these cars must run the same engines and running gear that was used in the day.

5.D.7a TRACK NASCAR - /TNGEN1, /TNGEN2, /TNGEN3, /TNGEN4, /TNGEN5

This class is for NASCAR bodied vehicles.
To qualify in the NASCAR class (/TNGEN1, /TNGEN2, /TNGEN3, /TNGEN4, /TNGEN5) the vehicle must be based on an existing NASCAR body and chassis built before 2013 and resemble one of the manufacturers vehicles that competed in NASCAR either in the USA or Australia.
The classes are based on the long history of NASCAR and the generational change that has taken place.
TNGEN1 - based on vehicles manufactured from 1948 - 1966
TNGEN2 - based on vehicles manufactured from 1967 - 1980
TNGEN3 - based on vehicles manufactured from 1981 - 1991
TNGEN4 - based on vehicles manufactured from 1992 - 2006
TNGEN5 - based on vehicles manufactured from 2007 – 2012

Typically, the car has a stock body with a modified frame and modified chassis. The driver shall sit COMPLETELY ahead of the rear axle, inside the body and behind the engine. 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 and the technical specifications found in Section 3.
The roll cage as fitted for this category of vehicle usually exceeds the DLRA specifications, however additional bars and or gussets may be required by the DLRA technical Committee. This can only be determined after an initial inspection prior to presenting at the lake.
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.
In the interests of safety over authenticity, vehicles in this category that exceed 175 MPH may have spoilers fitted as described in Section 4.CC.8.
Vehicles in this category that exceed 175 MPH must have one of more parachutes fitted as per Section 4.CC.5. Two parachutes are mandatory for vehicles exceeding 250 MPH.
All cars must use up to a 6.1-litre, naturally aspirated V8 engine.
Externally, the engine must appear almost stock.
The entrant shall provide the documentation that the vehicle did run in a NASCAR or AUSCAR Series.
Engine classes allowed are: C

5.D.7b TRACK AUSCAR - /TAUS

To qualify for the AUSCAR class the vehicle must be based on the Commodores and Falcons that ran in AUSCAR in Australia. Eligible models include the VB, VC, VH, VK, VL, VN, VP, VR and VS

Commodores, and XD, XE, XF, EA, EB, ED, EF and EL Falcons. To be eligible a log book must be supplied as proof that the vehicle competed in a AUSCAR event.
Vehicles must display all AUSCAR modifications. Front and rear spoilers may be used as found in the day, factory windscreen glass required with AUSCAR safety bars, rear, and side windows to be polycarbonate, front door glass is removed completely. Headlight, tail-light and blinker openings are covered with steel, factory grilles are used, custom miniature side mirrors are normally fixed to the rear of the driver's A-pillar, and doors are welded shut (requiring ingress and egress through the window opening). All other panels are standard.

Typically, the car has a stock body with a modified frame and modified chassis. The driver shall sit COMPLETELY ahead of the rear axle, inside the body and behind the engine. 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 and the technical specifications found in Section 3.
The roll cage as fitted for this category of vehicle usually exceeds the DLRA specifications, however additional bars and or gussets may be required by the DLRA technical Committee. This can only be determined after an initial inspection prior to presenting at the lake.
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.
In the interests of safety over authenticity, vehicles in this category that exceed 175 MPH may have spoilers fitted as described in Section 4.CC.8.
Vehicles in this category that exceed 175 MPH must have one of more parachutes fitted as per Section 4.CC.5. Two parachutes are mandatory for vehicles exceeding 250 MPH.

All cars must use a naturally aspirated V8 engine, as fitted in the day.
Externally, the engine must appear almost stock.
The entrant shall provide the documentation that the vehicle did run in a NASCAR or AUSCAR Series.
Engine classes allowed are: D

5.D.7c TRACK SUPERCAR - /TS3A, /TSV8
This class is for Australian Supercars, usually based on 4 door cars from 1991 – 1996 (FTS3A) and 1997 to current (FTSV8) which are not altered in width or contour and retain their custom chassis and control body panels. They must be a body and configuration must be of a vehicle that raced in the Supercar Series.
All doors must be able to be opened. No additional modification to the body is allowed.
Aerodynamics are restricted to what was available in the day. 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. Decals are not acceptable as meeting the headlight and taillight requirements.
Cars in this class are considered in the Modified category and shall comply with the general rules of the category and the technical specifications found in Section 3.
The roll cage as fitted for this category of vehicle does not comply with the DLRA specifications, additional bars and or gussets will be required by the DLRA technical Committee. This can only be determined after an initial inspection prior to presenting at the lake.
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.
In the interests of safety over authenticity, vehicles in this category that exceed 175 MPH may have spoilers fitted as described in Section 4.CC.8.

Vehicles in this category that exceed 175 MPH must have one of more parachutes fitted as per Section 4.CC.5. Two parachutes are mandatory for vehicles exceeding 250 MPH.
All cars must use up to a 5.0-litre, naturally aspirated V8 engine.
The entrant shall provide the documentation that the vehicle did run in a Supercar Series.
Engine classes allowed are: D

MDT 5.F.1 & UDT 5.F.2

Full size **pickup** trucks are limited to a maximum of 750 cid.

Corrections

Section: 5.B.2.a, C/AIR

Delete existing sentence and add sentence in bold, Paragraph beginning: "**No EFI, computer controlled ignition, or data collection computers are allowed (2.Q).**
Delete paragraph: **Computers (2.Q) are allowed.**

Section: 1.M DRIVER/RIDER LICENSING

All drivers/riders shall have a current SCTA competition License, **or in the case of category E, a current and valid driver's license.** ALL DRIVERS SHALL COMPLETE AND SUBMIT A MEDICAL INFORMATION FORM….

Section 5.B.2.a (AIR)

First paragraph, it references section "5.2.B".
There is no such section change to "**5.B.2**"

Section 3.D.3 Arm/Leg Restraints:

Add what is in bold after the first sentence in the first paragraph; SFI specification 3.3 arm restrains with a manufacture date of 2006 or later are required in all vehicles**.**
IN ADDITION: ALL ARM RESTRAINT HARWARE MUST BE OF A SINGLE PIECE MANUFACTURE. I.E. NO TWO PIECE OR WELDED "D" RING STYLE ADJUSTERS. ADJUSTABLE TETHERS SHOULD USE A 3-BAR SYSTEM SIMILAR TO THAT USED IN LAP BELT ADJUSTERS. NON-SOWN IN RESTRAINTS SHALL HAVE A TIGHT FIT AROUND THE NARROWEST PART OF THE ARM. ALL ARM RESTRAINTS MUST BE DEMONSTRATED TO BE EFFECTIVE.

CAR Category/General Change Submissions

SECTION: 3.B.1 ROLL CAGE

After the first run on sentence in the first paragraph that ends "…within 5 inches of the top of the roll cage structure." Insert the following in bold:
Square or rectangle tubing may be used in roll cage structures if both leg dimensions meet or exceed 1.62 inches and the wall thickness is .12 inches or greater.

Section 5.B.2.a AMERICAN IRON ROADSTER

After "Heads may be milled any amount, flat or angled" (add)
No welding or brazing modifications to block or heads allowed unless for repair.

3.Q FIRE EXTINGUISHING SYSTEMS:

"All push/recovery/support vehicles are required to have at least one portable fire extinguisher with a minimum rating of **10-B:C**.
paragraph, Delete "**minimum of one 4-lb**."

2B FUELS

Desired Rulebook (re)wording:

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

5.D.3 GAS COUPE

First paragraph: From "non-stock supercharger" to "**Conversion from naturally aspirated to blown**."

Section 5.D.6 Modified Mid/Mini Pickup Truck

First paragraph: From "non-stock supercharger" to "Conversion from naturally aspirated to blown."

Section 5.D.5, 5.D.6, PICK-UP CLASSES

Sentence that starts with, add bold after: Frame "clips" are allowed in front of and to the rear of the cab. The original frame shall be in place under the cab. **Frame cross members may be moved, modified replaced or removed.**

Section 4.CC.7 SKIRTS

Replace the following sentence with the sentence in bold "The skirt may be a maximum of ½ inch thick.": Streamlining devices added to the lower portion of the body for the purpose of controlling the air flow under the body. **The skirt must be vertical, rigidly mounted and may be a maximum of ½ inch thick.** The skirt shall be in a single plane….

Section 2.B FUELS

Add to the first paragraph: …nitromethane blends, nitrous oxide, **E85** and unapproved gasoline.

MOTORCYCLE Category/General Change Submissions

7.B.22 CHAIN GUARD:

Delete the following sentence "OEM chain guards may not be adequate." And replace with: **Unaltered OEM chain guards on motorcycles produced after 1995 that are mounted in the OEM location and that comply with the required coverage, from the centre of the front sprocket to the rearmost edge of the rear sprocket, will be allowed in the Production and**

Modified Production Classes.

7.H MOTORCYCLE STREAMLINER

First paragraph: Delete "Power shall be transmitted through the rear wheel only."

7.I SIDECAR – SC, TRIKE T

A sidecar is a three-wheel vehicle leaving two tracks with only the rear wheels driving. **The distance between the tracks left by the centrelines of the rear wheel and the sidecar wheel must be at least 800 mm and not more than 1350mm. If three tracks are made, the distance between the tracks of the rear wheel and the front wheel must not be more than 100 mm apart.**

A TRIKE – T is a three wheeled vehicle leaving three-wheel tracks.

7.I.A.1 Trike. Or other three wheeled motorcycle

A trike is a three wheeled vehicle with either two wheels at the front and one at the rear or two wheels at the rear and one at the front controlled with motorcycle handlebars. Trikes will comply with all motorcycle safety rules

7.I.A.2 – Production Trike

A production trike can be any three wheeled motorcycle using motorcycle handlebars that otherwise complies with the motorcycle production rules See rule 7.F.

7.I.A.3 - Engine Location:

The engine/engines shall be located between the front and rear wheels, and the engine must be located on the longitudinal centreline of the Trike.

7.I.A.4 – Driver/Rider Location:

The rider shall operate the Trike with motorcycle type handlebars from a position on the longitudinal centreline between the front and rear wheels.
No streamlining is permitted in the Trike Class 7.I.A.1 (does not apply to 7.I.A.1 Trike Streamliner Class). Streamlining is defined as any devices or objects forward or behind the rider (see 7.A.7) that have the apparent effect of directing, limiting, or controlling airflow around the motorcycle or the rider.
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, in any and all riding positions except for the legs and feet (this does not apply to Production Trike Classes).
The rider must be able to exit the Trike without restriction, unless in compliance with enclosed streamliner rules.

7.I.A.5 – Chassis and suspension

The trikes chassis and suspension may be of conventional solo motorcycle configuration utilizing attached trike chassis. Special construction chassis are permitted and encouraged. All wheel suspension is encouraged.

7.I.A.6 – Steering

Telescopic forks, leading or trailing link or centre hub or spindle steering/suspension system may be used. Only the front wheels may be used for steering. All systems shall incorporate a steering damper. Torsion cable steering systems are not permitted.

7.I.A.7 - Wheelbase and Track:

Track shall be no less than 600mm. The wheelbase can be between 1500mm and 4000mm. The two wheels must be located at an equal distance either side of the longitudinal centre track of the Trike.
No wheelbase restriction applies to Streamliners.

7.I.A.8 Wheel Size:
The front and rear wheel rims shall be no less than 15 in. nominal diameter unless OEM production

7.I.A.9 Tires:
The speed rating requirements for solo machines apply, see Section 7.B.8.

7.I.A.10 Chain Guard:
See Section 7.B.22 Chain Guard requirements.

7.I.A.11 Front and Rear Fenders
See Front Fender see Section 7.F.4.1 Rear Fender see section 7.F.4.2.

7.I.A.12 Trike Streamliner - TS
Innovation in design is encouraged. Shall meet all four wheeled streamliner requirements. No maximum wheel base restriction for streamliners.

7.I.A.13 Engine classes and capacities
Engine classes and capacities are the same as motorcycle special construction classes, see 7J

7.J.10 CLASS VF and VG

First paragraph starting on 148 and ending on 149, Delete the words "**such as**" as noted here: 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.

7.G.11 PARTIAL STREAMLINING - SPECIAL CONSTRUCTION – APS

Add at the end of the 4th paragraph that starts with "Front fender is optional..": **For non-conventional designs not using fork tubes/sliders, fenders may be 2 inches wider on each side of the tire.**

7.B.19 FORK STOP LIMITS

On page 124 Rule 7.B.19 second paragraph delete the words "In all classes other than Production and Modified Production, fork stops shall limit fork travel to 15 degrees right and left. (30 degrees total)"

7.B.8 TIRE REQUIREMENTS:

Replace entire section and replace with the following include bold as noted:
All tires except special tires for racing as designated by the manufacturer 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.

The required speed rating is governed by the record speed in the class entered.

0 to 70 MPH
Any production tire designed for motorcycle use is permitted.

71 to 150 MPH
Tires with an appropriate speed rating must be used. Tires may not be used above their speed rating.

151 to 200 MPH
Production tires with a speed rating of ZR or **ZR-W** or special tires for racing as designated by the manufacturer.

200 MPH +
In excess of 200 MPH special tires for racing as designated by the manufacturer must be used.

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.H.4 ROLL CAGE

DESIRED RULEBOOK MODIFICATION:
Delete entire section under 7.H.4 and replace with the paragraph below: : All black text means original unchanged text, **Bold Text** means new text.

The final revised Section 7.H.4 will then appear as follows:

The roll cage extends from above and behind the rider's head to in front of the rider's feet. **The roll cage shall** be constructed to surround the rider and protect the entire rider's area **from impact and must include both bottom and sides protection. Required roll cage tubing minimum size** is 1-1/4 inches **outside diameter**, with **0**.090 inch nominal wall thickness, mechanical steel tubing. **Low carbon (mild) steel tubing is recommended. Chromoly E4130 tubing is also permitted. Comply with appropriate welding procedures.** No galvanized pipe, black water pipe or threaded fittings are permitted. The roll cage structure shall incorporate **a minimum of two** (2) roll bars, one forward **of** and one **behind** the rider's head. The roll bar**s** shall be **connected by** a tube of the same dimensions **at about helmet mid-height** on both sides. **It is strongly recommended that tubing of the same dimensions be used to adequately angle brace at least one of the roll bars to the shoulder rail on both sides. The roll bars** shall be tied together and capped with a steel plate 0.090 inch thick. The cap shall cover the upper 140 degrees of the **roll bars. A head protection structure such as that shown in Figure 4.B is also acceptable. The head protection structure shall be constructed such that the helmet cannot exit the outer plane of the roll cage, and shall extend at least to the forward-most portion of the helmet.** Rider head movement shall be limited to no more than 2 inches to each side **and to the** rear with rider's head in the normal **operating** position. **Gussets are required at tube**

junctions of roll hoops and shoulder rails. An example of acceptable gussets and welds is shown in Figure 2. Roll cage padding meeting SFI specification 45.1 for round tube roll cage padding and SFI specification 45.2 for flat roll cage padding is required in the vicinity of the rider's head. All motorcycle streamliners shall have an engineered and tested SFI spec 38.1 type head and neck restraint system.