

## SUMMARY OF RULE ADDITIONS & CHANGES

Below are the clauses that have been added or changed from the 2019 DLRA Rulebook.

### **IMPORTANT**

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

ALL PORTIONS THAT ARE CAPITALISED CONTAIN IMPORTANT INFORMATION.

*Italicised type indicates DLRA specific requirements.*

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### 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 **(DO NOT GO TO YOUR PIT)** and report to the DLRA impound marshal within **30** minutes of the time stamp on the timing slip.*

*All impounded vehicles **will have the option to make their backup run the same day or the next morning.***

*Vehicles completing a record attempt shall proceed directly to the impound area **(DO NOT GO TO YOUR PIT)** for certification within **30** 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. **If the event closes for what ever reason or does not re-open, any record attempts are forfeited.***

*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 **impound** area, **where inspections will be conducted** by an appointed official for compliance with body class, **and / or** engine displacement, and **/ or** 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.

**An entrant that has qualified for a record is permitted to leave the event early for whatever reason, providing that an engine seal has been fitted to the vehicle for later validation.**

## 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 **Clerk of Course** 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 tear-down. 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.U VOLUNTEERING

***It is compulsory for all entrants to nominate and complete at least one volunteering task as part of their entry conditions for Speed Week.***

***A crew member or other person can substitute for the entrant. However, the obligation is on the entrant to ensure that the task has been signed-off as having completed.***

***Failure of an entrant to have completed at least one task will result in the entrant's speeds being withheld from the official results and will generate an additional fee to enter another Speed Week.***

## 2.B FUELS:

### 2.B.1 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.

### 2.B.2 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 Digitron FT-64 "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.*

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.

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

### 2.B.3 VINTAGE GASOLINE:

***Allows for the provision of an alternate fuel and additive criteria for Vintage Engines (as described in 2.A.1 Vintage Engines, 7.J.4 Production Engines, 7.J.10 Class Vintage Gas) to better suit the needs of those vintage engines that have relied on lead in the fuel since they were originally manufactured. It will be referred to as E30 and will be a blend of a standard unleaded fuel and up to 30% Ethanol.***

***Vintage Engines will be permitted to use any upper cylinder lubricant additive that is commercially available in Australia.***

#### 2.B.3.1 ADDITIVES

***Any substance, other than air, incorporated into the fuel subsequent to its final blending by the producing oil company is deemed to be an additive. Nothing in the foregoing shall be deemed to prohibit the addition of water, an approved lead replacement additive or a lubricant provided that such additive does not increase the octane or cetane rating, oxygen content or specific heat content of the fuel.***

***NOTE: Only Vintage Engines (as described in 2.A.1 Vintage Engines, 7.J.4 Production Engines, 7.J.10 Class Vintage Gas) may permit the use of alternate additives.***

#### ***List of Approved Lead Replacement Additives:***

- (i) Valvemaster®,***
- (ii) Redline Lead Substitute®,***
- (iii) Penrite Valve Shield®,***
- (iv) PM 800 Fuel System Conditioner®,***
- (v) Elf Millesim®.***

#### 2.B.3.1 a Ethanol-blended fuel

***May utilise a fuel stabiliser and corrosion inhibitor provided the same conditions apply as 2.B.3.1.***

### 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 **or an SFI tag with a "Valid Until" date. The Valid Until date will be accepted up to 3 years after the date on the tag (i.e. a Jun 2019 valid date will be accepted until Jun 2022).** 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 HARNESSSES 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.

### 3.Z DZUS FASTENERS:

***Dzus or quick-action panel fasteners are permitted to secure body panels, however they must be covered with mesh or fabric reinforced tape to stop loose fasteners from falling out. All holes specifically provided for Dzus fasteners must be covered by mesh or fabric reinforced tape as well to confirm that a fastener has not been lost during a run.***

### 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 **IF ALLOWED** 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.

### 4.N.2 PORT CONFIGURATION:

**Port Configuration is defined as the factory original port location in relation to the adjacent port or ports.**

**Example: A 1970 small block Chevrolet cylinder head has a port configuration as follows; X I X X I X, with the "X" being exhaust port and "I" being intake port locations. For this same basic engine, you could purchase a set of Chevrolet SB2 type cylinder heads over the counter (but were never factory installed) which has the following port configuration; I X I X I X I. When factory port configuration is required in the Category being run, the second port configuration would be considered a violation.**

### 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 (4.MM), 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 25.4 mm (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 **and or** 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 3419.34 sq. cm. (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 5.08 cm (2 in.) x 3.048 mm (.120 in.) or channel not less than 10.16 cm (4 in.) x 3.048 mm (.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: 25.4 cm (10 in.) outside diameter, 81.28 cm (32 in.) circumference, 48.26 cm (19 in.) long, mounted a maximum of 5.08 cm (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 7.62 cm (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 radiator**, a horn, at least one tail/stop light, a transmission and two headlights facing forward in stock orientation. Headlight lenses shall be at least 12.7 cm (5 in.) in diameter. Both lights shall be mounted outside the vertical edges of the grille shell and between 45.72 cm (18 in.) and 60.96 cm (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.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.

**Transmission shall not exceed 4 speeds for manual / stick shift transmissions and 3 speeds for automatic transmissions (no overdrive). The use of electronic, or other pedal shifters and additional overdrives are NOT permitted. Manual valve shifting on automatic transmissions is allowed along as it is accomplished with a mechanical shifter.**

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 193.548 sq. cm. (30 sq. in.) for VOT and 161.29 sq. cm. (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.D.4a Modified Grand Touring Sport (Gas Only)

**This class is intended for series production sports cars which have been modified to such an extent to make them illegal for the production (GT) class and limited production sports car type bodies such as Kellison, Devin, Victress, Bradley and Sterling which may be placed on a production or specially constructed frame. This class is limited to production and limited production (a minimum of 50 produced) of the same model for sale to the general public. No "One of a Kind" type bodies will be permitted.**

One of the following modifications shall be done to be considered in this class:

1. The addition of a belly pan
2. A quick change rear end
3. An engine swap
4. A front-wheel drive vehicle converted to rear-wheel drive or a rear wheel drive vehicle converted to a front wheel drive

Production sports cars with an engine swap (4.N) will be legal for the class. Blowers may be used.

A GT Sports body may not be altered in height, width, length or contour. The wheelbase shall not be altered. All body panels shall be mounted in the original relationship to each other. Factory soft top or open convertible windshields may be lowered or removed. Tonneau covers (2.O) are allowed.

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.

Any type rear-end differential may be used.

No change can be made to the driver's location as originally designed and the driver is seated behind the engine except in the case of production sports car type bodies which were designed and intended for rear engine usage. The driver must not be restricted from entrance or exit from the vehicle by moving the cockpit covering.

Bumpers, grilles and front lights may be removed, and the opening created may be filled or covered. The filled or covered area may be flush with the adjacent body; the basic shape and contour of the vehicle cannot be changed. Aftermarket front ends are allowed as long as they conform to the class guidelines.

Blocking the airflow thru the radiator in front or behind is not allowed.

No streamlining, as described in Section 4.CC, is allowed, unless specified. Wheel wells may not be filled or covered. Wheel well openings may be radiused for tire clearance. 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. Minor chrome trim and emblems may be removed.

The following items are permitted: Air dams and Splitters (4.CC.1). Skirts (4.CC.7) A non-stock Spoiler (4.CC.8).

Any type of exhaust may be used, except no individual stacks are allowed, and can exit anywhere from the body but the roof, top of front fenders or hood.

Roof-mounted spoilers, other than original for the body used, are prohibited.

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.

The following items are required: a starter capable of actually starting the engine, tail/stop lights, a full transmission, either manual or automatic utilizing the full shift pattern and gears, a radiator of the same dimensions or larger as originally equipped.

The following items are not permitted: air vents, headlight air scoops, blocked off radiator, taping of body or window seams, non-stock head rest fairings, trip fences, or vortex generators.

Cars in this class are considered in the Modified Category and should comply with the General



**Rules of the category.****Engine classes allowed are: AA, A, B, C, D, E, F, G, H, I, 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;

**Per Production Category rules cylinder heads are limited to the original number of valves and port configuration**

- 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.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. 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.

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

- Engine swap
- Quick-change rear end
- Conversion from naturally aspirated to blown

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. All parachute packs shall be mounted below the bed rail level. 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. 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.

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

- Engine swap
- Quick-change rear end
- Conversion from naturally aspirated to blown

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. All parachute packs shall be mounted below the bed rail level. The exhaust shall not exit through the pickup bed floor.

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

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

All plastic or glass lenses shall be taped to retain breakage. **Masking or painters' tape is not acceptable for this requirement.** On headlights, the tape is limited to the glass lens. To avoid heat build-up, lamps may be rendered inoperative.

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

All bolts that retain removable axle caps and other axle-retaining nuts must be safety wired or otherwise secured by visually verifiable means.

Lock washers, self-locking nuts or thread-locking compounds do not meet this requirement.

It is recommended, not a requirement, that all other wheel retention fasteners or pinch bolts and axles are safety wired or otherwise secured by visually verifiable means. **The competition board reserves the option of requiring additional securing means if it is deemed necessary.**

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

All riders shall wear a full-face helmet with face shield, which shall meet Snell Foundation M2010 or later specifications or European ECE 22.05 or E 22.05, 2010 or *Australian/New Zealand Standard AS/NZS 1698:2006* or newer. Helmets with a Snell rating of 2005 expired on January 1, 2017, helmets with a Snell rating 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, 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.E.1.5 Number/Class:

Number plates, if used, **shall be located behind the rider, ahead of and above the rear axle centreline.**

## 7.G SPECIAL CONSTRUCTION – A, APS

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 comply with two of the following requirements:

- Two or more engines
- Engine displacement greater than 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 *unless OEM*

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.3 RESERVED

### 7.G.9 RESERVED

### 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 (**see 7.A.7**) 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 12.7 cm (5 in.) above a horizontal line drawn through the front axle. The perimeter of the fender shall not be farther than 4.445 cm (1.750 in.) from the tread. The sides of the fender may fair into the fork tubes or tire but shall not be

over 5.08 cm (2 in.) wider overall than these parts. If a seat, tail section or fender is used, it must not extend more than 7.62 cm (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 91.44 cm (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, in any and all riding positions except for the legs and feet. It is forbidden to use any transparent material to avoid the application of these rules.

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

#### 7.H.5 Seat Belts and Shoulder Harness and ARM/LEG Restraints:

**All motorcycle streamliners and sidecar streamliners must be equipped with** a complete competition seat belt and shoulder harness with shoulder, lap, and crotch straps **as required in Section 3.d.2 Seat Belts**. 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.J.12 Class Unlimited Fuel – UF and Unlimited Gas - UG:

Any reciprocating **non-motorcycle** engine which uses the Otto cycle may run in Streamliner, A, APS, Trike categories only.

#### 7.J.10 Class Vintage Gas - VG and Vintage Fuel - 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 **specifically** 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 1.27 mm (.050 in.) overbore is allowed on vintage engines only (including production vintage) only if the OEM bore diameter is within 1.27 mm (.050 in.) 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.