

EL MIRAGE DRY LAKE

Land Speed Racing Procedures



Revised: April 2009

Changes Include –

- Section I Introduction – C Distribution of EMP – page 5
 - Section II Definitions – H Rookie Drivers – no rookie cars/cycles – page 6
 - Section II Definitions – I Drivers Licensing – comply to SCTA Rule 1.M - page 6
 - Section III Pre-Race activities A Course Prep & setup – pg 7
 - Section III Pre-Race Activities – A Course Preparation – Penalties for duty failure specified – pg 7
 - Section III Pre-Race Activities C. Course Walk – pg 7
 - Section V Vehicle Registration - D. Warm up Area / Engine Warm Up pg 9
 - Section VI Race Day Activities - B Patrol Meeting Time – pg 9
 - Section VI Race Day Activities - C. Race Day Patrol Duties – pg 9
 - Section VII Race Procedures – F. Operation of Push Vehicles – pg 12
 - Section VII Race Procedures – M Speed Limits – pg 14
 - Section IX D. Performance Awards change to 4 meets vice three meets for award - pg 16
 - Section X Post Meet Procedures – C Infraction Investigations – pg 16
 - Appendix A 2009 Club Duties – numerous changes and realignments
 - Appendix B – OPEN CLASS MINIMUMS
- All Changes are highlighted in bold and underlined**

By: as voted -SCTA Board of Directors & Club Reps

TABLE OF CONTENTS

I.	<u>INTRODUCTION</u>	4
	A. GENERAL REQUIREMENTS	4
	B. REVISION PROCESS	5
	C. DISTRIBUTION OF EMP	5
II.	<u>DEFINITIONS & PRELIMINARY MATTERS</u>	5
	A. RACE DIRECTOR	5
	B. OFFICIAL MEET	5
	C. VEHICLE LOG BOOK (VLB)	5
	1. Presentation of VLB	6
	2. VLB, Change of Vehicle Ownership	6
	3. Release/Waiver & Armbands	6
	D. RACE VEHICLE	6
	E. REGISTERED RACE VEHICLE	6
	F. ENTRANT	6
	G. NUMBERS	6
	H. ROOKIE DRIVERS	6
	I. DRIVERS LICENSING	7
III.	<u>PRE-RACE ACTIVITIES</u>	7
	A. COURSE, PREPARATION, FACILITIES, & AREAS SETUP	7
	B. ROOKIE ORIENTATION	7
	C. COURSE WALK	8
IV.	<u>VEHICLE INSPECTION</u>	8
	A. INSPECTION STATION AND IMPOUND AREA	8
	B. INSPECTION DAYS, HOURS, PROCEDURES, FORMS	8
	C. SEALING YOUR VEHICLE	8
	D. WHEELS	9
V.	<u>VEHICLE REGISTRATION</u>	9
	A. POST-INSPECTION	9
	B. POST-RACE INSPECTION	9
	C. REGISTERED VEHICLES / CLASSES PER MEET	9
	D. WARM UP AREA / ENGINE WARM UP	9
VI.	<u>RACE DAY ACTIVITIES</u>	9
	A. DRIVER'S MEETING	9
	B. MEET STARTING TIME	9
	C. RACE-DAY PATROL DUTIES	9
VII.	<u>RACE PROCEDURES</u>	10
	A. LINE UP/STARTING POSITION PROCEDURE	10
	1. Start Position and Number Assignment - First Meet	10
	2. Start Positions and Number Assignment - After First Meet	10
	3. Line Stewards	10
	4. Position and Placement Disputes	10
	B. STARTING LANES DESCRIPTION AND ASSIGNMENT	10
	1. Lane One	10
	2. Lane Two	11
	3. Lane Three	11
	4. Lane Four	11
	C. STAGING - FIRST GROUP	11
	1. Pre-Staging Next Starting Group	11
	2. Pre-Staging Operations and Assignments	11
	3. Halted meet	11
	D. READY REQUIREMENTS IN LINE	12

E.	WARM-UP LOOP REQUIREMENTS	12
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TABLE OF CONTENTS CONTINUED

F.	OPERATION OF PUSH-VEHICLES	12
	1. Use of Designated Return Road	12
G.	PARACHUTE REQUIREMENTS	13
H.	SHUT DOWN REQUIREMENTS AFTER RUN	13
I.	EMERGENCY TURN OUT	13
J.	ABORT RUN	13
K.	IMPOUND AND CERTIFICATION	13
L.	PRE SEALED ENGINES	13
M.	SPEED LIMITS	14
VIII.	<u>RACING POINTS DEFINITION</u>	14
A.	MEET POINTS	14
	1. Two-Day Meets	14
	2. Calculation of Meet Points	14
B.	TEAM POINTS	15
	1. Calculation	15
	2. Club Membership Change	15
C.	CHAMPIONSHIP	15
D.	CLUB POINTS	15
	1. General	15
	2. Calculation of Club Points	15
IX.	<u>AWARDS</u>	16
A.	TOP SPEED	16
B.	RECORDS	16
C.	FIRST PLACE	16
D.	PERFORMANCE	16
X.	<u>POST-MEET PROCEDURES</u>	16
A.	COURSE TEAR-DOWN	16
B.	ENTRY FEE REFUND	16
C.	INFRACTION INVESTIGATIONIS	16

APPENDIX :

A. CLUB DUTIES

B. OPEN CLASS MINIMUMS

I. Introduction

The SCTA generally conducts six land speed events annually at El Mirage dry lake in the Mojave Desert. The area is public land. The SCTA operates under permit from the jurisdictional Barstow office of the Bureau of Land Management (BLM).

Both participants and spectators of the event are required to abide by the following rules while on the lakebed:

- There are speed limits:
5 MPH in the pit area, 25 MPH on the access roads and no more than 15 MPH on the return road or within 50 ft of any camp.
- It is illegal to bring in, dispose of, or possess any firewood containing nails, screws, or other metal hardware in the area.
- It is illegal to bring in, dispose of, or possess any glass container within the area.
- All campfires must be secured in a container or burn barrel anywhere in the area. No campfires on the ground.
- No dumping of campfire or BBQ ash on the lakebed.
- Open alcoholic beverage containers are not allowed while driving a motor vehicle.
- All campsites must be left clean and trash must be packed out.
- **NO FIREWORKS!**

These rules will be enforced by both the BLM and SCTA.

All association members are asked to assist in assuring compliance.

A. General Requirements

The current SCTA Speed Trials rulebook is in effect for all events conducted at El Mirage dry lake with the exception of the following items:

1. In any case where these El Mirage procedures differ from the current rulebook, the El Mirage procedures shall prevail.
2. Technical regulations contingent upon the speed of 175 MPH at Bonneville (roll cages, fire systems, parachutes, etc.) are to be observed at 160 MPH.
3. Vehicles that exceed 250 MPH shall be equipped with two independent parachute systems.

B. El Mirage Procedures Changes & Revision Process / Schedule

At the January SCTA Board / Club Reps meeting, the Board will notify Clubs that proposed changes to the El Mirage Procedures (EMP) are invited. Any changes desired by the Clubs should be presented in writing at the February SCTA Board / Club Presidents meeting. Clubs are asked to notify the SCTA Secretary of proposed changes and provide enough copies of their proposals to give to all other Club Reps and the SCTA-BNI Board.

At the February SCTA Board/Club Reps/Club Presidents meeting, we will pass out the proposed changes followed by a brief discussion on the proposed changes with justification for those changes. The Club Reps / presidents will take those collective proposals to their clubs for deliberation and inform the clubs that the issues will be voted on at the March SCTA Board/Reps meeting.

At the March meeting the Club Reps will vote on the proposed changes. Those changes that are approved will require implementation of revisions to the EMP master copy. Between March and April meetings the SCTA board will complete the revisions to the EMP and produce enough copies to distribute it the members.

At the April SCTA Board/Reps meeting the newly updated EMP will be passed out to all of the clubs in sufficient quantity for all of the clubs SCTA Members. The Board will also print enough extra copies to stock available copies in the registration trailer. The new EMP will be implemented at the May El Mirage Meet.

C. El Mirage Procedures distribution procedure

The SCTA Board shall produce an initial quantity of 500 copies of the EMP, distribute 10 to 20 to each member club, post the EMP in the SCTA website and place at least 200 copies in the registration trailer for distribution to all Drivers / entrants in May and all rookies throughout the full year.

II. Definitions & Preliminary Matters

A. "Race Director"

The President of SCTA shall be the Race Director at all El Mirage meets and shall have the authority to deviate from these procedures, as he deems appropriate. When the SCTA President is not in attendance at an El Mirage meet, the SCTA vice-president shall be the Race Director.

B. "Official meet"

A meet shall be considered an official meet upon completion of the timed run of the first vehicle to race.

C. "Vehicle Log Book" (VLB)

A booklet issued by SCTA to the owner(s) of every vehicle intended to be operated in any SCTA-sanctioned event. It MUST contain all required information about each such vehicle, including but not limited to the vehicle's chassis identification number (CIN), which must correspond to the vehicle's log number. If for any reason the CIN tag is lost or destroyed, a duplicate tag may be applied for. The CIN tag MUST be attached to the chassis/frame of the race vehicle PRIOR to Inspection.

1. Presentation of VLB

The Vehicle Log Book shall be presented at every SCTA sanctioned event. It is the responsibility of each entrant to insure that all information in the front of the VLB, as well the Race Day Information, is complete PRIOR to vehicle inspection, i.e., photos, ownership history, modification, etc. (See current Rules/Record Book.)

2. VLB; Change of Vehicle Ownership

If ownership of a vehicle changes, the vehicle's VLB must remain with the race vehicle and be made available during all subsequent inspections of the vehicle.

3. Release/Waiver & Armbands

All participants are required to sign an insurance waiver and wear identifying armbands. Drivers will be issued special "Drivers" armbands. Only participants with armbands are allowed within coned restricted areas and starting line fences. Waivers and armbands are obtained at registration.

D. "Race Vehicle"

Every vehicle, which has been registered for and passed inspection, shall be considered a "race vehicle" for the duration of the meet. A vehicle which does not meet all of the Class Requirements but does meet the Safety requirements shall be placed in a Time Only Class in accordance with Rule 1.B in the SCTA Rule book.

Guest Entries: Guest entries (Non Club members) are restricted to two meets per year. Guest entries are not eligible to set records or earn points.

E. "Registered Race Vehicle"

Every vehicle that has passed inspection and paid fees may participate in a meet.

F. "Entrant"

An entrant is defined as the person entering a race vehicle into competition at an SCTA Event. Every entrant, driver, or rider listed on the entry form MUST be a member in good standing of SCTA. Violation of this requirement shall be a forfeiture of accrued points for the season and/or records set. The only exceptions shall be guest entrants.

G. "Numbers"

1-25 are assigned by the SCTA on the basis of the entry's standing at the end of the previous racing season. All other numbers are assigned and must be used throughout the season with the same entry number in order to earn points for Association recognition. For number assignments contact Chuck Kalbach at 760-868-6059 or email KALBACH@SNOWLINE.NET

H. "Rookie driver"

Rookie Definition- Regardless of other driving/riding experience, a Rookie is defined as a person that has never driven/ridden at El Mirage as a participant at an SCTA event.

As a Rookie driver/rider there are both requirements and privileges.

150 Requirements: - All Rookies must attend a Rookie orientation before driving/riding and comply with all requirements set forth in the procedures, e.g. shut off in the lights, and run under 150 MPH. Regardless of SCTA license held, all Rookie drivers/riders must make a first run under 150 MPH from the rookie line.

Privileges: - Rookies may run from the Rookie line for the duration of their first meet in order to upgrade their license category above 150 MPH. (However, a record may not be set from the Rookie line.)

NOTE: There are only Rookie drivers/riders; there are no "Rookie Cars" nor do new cars have Rookie privileges. **Only Rookie Drivers/Riders have rookie line privileged. New cars or motorcycles must comply with Section 1E of the rulebook for initial run limitations, but they must run from regular lanes unless piloted by rookie drivers.**

Rookie Orientation Staff and Starters shall be notified of any variance to the procedures by the Race Director, prior to the competitor running. Failure to comply with the requirements of the Rookie Orientation process shall cause the rookie to be banned from making further runs at that event and require going back through the rookie orientation and successful completion of the rookie requirements again before being allowed to continue to compete at future El Mirage events.

I. "Driver Licensing": All drivers and riders shall comply with Rule 1.M "Driver Licensing" of the SCTA Rule Book, with exception to reference to short course. Note particularly that every 3 years that a driver or rider has not operated a race vehicle at El Mirage, the driver's license will be downgraded one step and re-qualification will be required.

III. Pre-race Activities

A. Course, Preparation, Facilities, & Areas Setup

The course areas are maintained over the year on non meet weekends through a Course Preparation process which requires the supporting clubs to provide manpower to accomplish the various tasks. The penalty for SCTA Member Clubs non-fulfillment of their assigned duty is as follows: **Forfeiture of Club Points for meet in which the infraction occurred and loss of first round run privileges for the following meet**

The racecourse is laid out in the morning as a club duty and is generally completed by 10:00 to 11:00 a.m. The course set up and equipment installations are the responsibilities and duties of the SCTA club members. **(Appendix to these procedures) The penalty for SCTA Member Clubs non-fulfillment of their assigned setup and teardown duties (Patrol duties excluded in this section) will be a fine of \$100 (one hundred dollars) levied against the Club responsible.**

Course length at El Mirage shall be 1.3 miles.

Various facilities, such as the announcer's stand, sales trailer, etc., are usually set up after the starting line and course are established, and the various clubs' duties are completed.

Owners, drivers and crews will set up the pit, inspection and impound areas.

B. Rookie Orientation

New driver orientation will take place at 4:00 p.m. on Saturday only (or Friday on 2-day meets) at the registration trailer. This orientation will familiarize you with proper racecourse procedures, including emergency measures.

C. *Course Walk*

Course walk occurs at 5:00 p.m. on pre-race day (November is 4:00pm). Unless otherwise specified, coordinating the course walk will be the responsibility of an SCTA Board Member. Club participation is MANDATORY and will be duly noted. **Course Walk assignments will require six clubs starting at each end of the course and finishing at the mid point for a sign in / participation tally. Assignments are contained in the Club Duty Assignment Appendix (A). Failure to provide the required number of people will result in a fine of \$100.00 (one hundred dollars) levied against the responsible Club.**

IV. **Vehicle Inspection**

A. *Inspection Station and Impound Area*

The inspection and impound area will be set up in the pit area and defined by signs and balloons.

B. *Inspection Days/Hours & Procedures & Forms*

Inspection Forms: *The* Chief Inspector for Cars and the Chief Inspector for Motorcycles are individually responsible for reviewing the Board approved rule changes, and proposing appropriate modifications to the respective inspection forms. The SCTA Board will then notify The SCTA/BNI office early enough to make the necessary changes and have sufficient forms Printed before the May meet. Chief Inspectors should propose the quantities to print. In the past The norm has been 1000 car inspection forms and 500 Motorcycle inspection forms, all with the current revision date on the form. When form revisions are contemplated by the Chief Inspectors, they are advised to consider the whole inspection process / system. The form not only serves the inspection process but is used by the registration staff, the announcer staff, data entry personnel etc. Before changing the form the reviewer should consult with the senior board to understand why any particular feature of the form was placed there in the original instance.

New Vehicles / Drivers: A special line will be set up by the inspection team for the inspection of new race vehicles and new drivers of existing vehicles in order to expedite inspection processes.

Drivers / Riders: Drivers and riders of competition vehicles must be present when their respective vehicles are submitted for inspection in accordance with SCTA rule book rule 1.A

Saturday: Inspection hours will be ***11:00 a.m. To 5:00 p.m. - if there are cars in line to be inspected,*** then inspection will close for rookie orientation/course walk, ***and will not re-open after close.***

Sunday: Inspection hours will be ***6:00 a.m. to 7:30 a.m. Inspection will not re-open after close.*** All vehicles in line by 7:15 a.m. – on Sunday shall be inspected.

No new vehicles, ***of any kind,*** will be inspected on Sunday. No vehicles that run in the first twenty-five (25) will be inspected on Sunday.

In the event a vehicle fails to pass initial inspection, all corrections must be made, approved, the vehicle re-inspected, and the corrections approved and logged in the VLB prior to registration for a meet.

C. *Sealing Your Vehicle*

It is strongly recommended that the interior of vehicles, e.g., firewalls, floor tunnels, etc., be sealed against dust. NOTE: this is a very real concern and the inspectors will assist you in any way they can.

D. Wheels:

The use of non-pneumatic wheel/tire combinations (i.e.; aluminum wheels) is prohibited due to previously demonstrated lakebed surface damage.

V. Vehicle Registration

A. Post-Inspection

Once a race vehicle has completed inspection, with Inspection Form & Vehicle Log Book properly signed off, the vehicle may then be registered at the registration trailer located in the inspection area.

B. Post-Race Inspection

Refer to current Rule Book & Sec. VII-K herein for post-record-run impound and inspection procedures.

C. Registered Vehicles Number of Classes Per Meet

No such vehicle(s) shall be allowed to compete in more than one class at any one meet and no engine or chassis will be allowed to run under more than one entry or more than one class at any one meet.

D. Warm Up Area / Engine Warm Up

Due to insurance considerations, a warm-up area will no longer be available. For the purpose of engine warm up ONLY, a vehicle may be push/bump started – BUT CANNOT BE DRIVEN UNDER ITS OWN POWER. **A Driver shall be in the vehicle any time the engine is running, and a rider shall be in control of their vehicle anytime the engine is running. Violation of any of the procedures in section D will result in the individual loss of points for the meet in which the infraction occurred**

VI. Race Day Activities

A. Driver's Meeting

The drivers' meeting is to be held at the starting line prior to the commencement of race activities. Driver attendance is highly recommended.

B. Meet Starting Time

Generally the drivers' meeting will be held no earlier than 7:15 a.m. (conditions permitting) at the Starting Line Announcers Stand. A separate patrol personnel meeting will be held prior to the drivers meeting at **7:00** at the starting line. Time trials are scheduled to begin no earlier than 7:30 a.m. (conditions permitting) provided club duties are completed and patrols are in position. Club Duties and patrols rosters are included in these procedures as Appendix A.

C. Race-day Patrol Duties

All club patrols (including persons scheduled for afternoon duty) must meet prior to the drivers meeting **at 7:00 AM at the Starting Line. Failure to sign in by 7:00 AM and be at your assigned patrol location at least 15 minutes prior to the running of the first vehicle or when the Chief Timer takes roll call will result in the following procedure:**

- 1st offense: Forfeiture of Club Points for the meet in which the infraction occurred**
- 2nd offense: Forfeiture of club points for the meet in which the infraction occurred and loss of first round privileges for the following meet**
- 3rd offense: Refer to contest Board for action.**

All patrols are required to have the following equipment:
Working CB radio
Gloves
Fire Extinguisher- Dry Chemical or Co2
Dzus tool or screwdriver
Patrol Signs

VII. Race Procedures

A. Line Up/Starting Position Procedure

1. Starting Position and Number Assignment – First Meet of the Season

Starting positions at the first El Mirage meet will be the same as competitor's previous year El Mirage points standings. A list will be posted at registration.

All competitors without previous year points standing will be assigned starting position numbers in the order of their registration, but behind the previous year entrants.

2. Starting Positions and Number Assignment – After First Meet

The points accrued at the first meet of the season determine starting positions for the next meet. Accumulated points will determine subsequent starting positions. If any entrants are tied in the points standing, the fastest entrant from the previous meet will run first.

3. Line Stewards

To assist the line steward and orderly lineup by participants, all race vehicles shall indicate their start position number either on the race vehicle or push vehicle windshield. This is best done using a white shoe polish which is available at the registration trailer. Please be sure to draw a circle around the start number.

4. Position and Placement Disputes

All such disputes will be resolved as they occur by the Starting Line Stewards.

B. Starting Lanes Description and Assignment

Four lanes will be used for race vehicle starting line up, the lanes being numbered from left to right, looking down the course.

1. Lane One (from left)

For entrants that have previously run over 200 MPH in their class at El Mirage for which they are currently competing and the record in that class, or established minimum, is over 200 MPH. Also, each driver must possess at least a current class 'A' license.

- All new 200+ MPH vehicles must qualify for the 200 MPH lane, as defined in this section.
- If entrant has a strong reason to believe race vehicle will exceed 200 MPH in its new class, entrant may petition the Race Director, who in his judgment may grant a waiver from this requirement.
- Prior to the first run of the day from Lane One, starting positions in Lane One are based on points standings. After the first vehicle has run from any lane, 200 MPH vehicles not already staged in Lane One will

be entitled to use Lane One only on a first-come basis. The same procedure will apply to all subsequent rounds.

- Entrant qualified to use the 200 MPH lane shall restage for any additional run(s) only after ALL race vehicles have made one run.
- If a previously qualified 200 MPH lane vehicle subsequently changes class, entrant must re-qualify race vehicle in lane 2 or 3 at over 200 MPH.
- Changing starting lanes is NOT allowed. A 200 MPH lane qualified vehicle may run in any starting lane the entrant chooses, BUT must run in the same lane the entire meet. Jumping between the #1, 2, and 3 lanes to gain advantage will not be permitted.
- Entrants running from the 200 MPH line when not qualified are not eligible for records or points.

2. *Lane Two*

Odd-numbered entrants starting position (i.e., 1,3,5,7, etc.)

3. *Lane Three*

Even-numbered entrants starting position (i.e., 2,4,6,8, etc.)

Note – Line stewards may vary odd-even sequence to keep lines even.

4. *Lane Four*

Initial run(s) of new/rookie drivers obtaining the SCTA competition licenses ONLY. No records may be set from the rookie lane. Only DRIVERS are rookies. There are no “Rookie Vehicles”.

C. *Staging – First Group*

Entrants numbered 1 through 25 will line up, with odd starting position numbers in the second lane and even starting position numbers in the third lane. NOTE – No vehicle may be pushed/bump-started in the staging or pre-staging areas.

1. *Pre-Staging Next Starting Group*

When all starting lanes contain a total of approximately 15 vehicles, entrants 26 through 50 will be called from pre-stage into the starting lanes. The same procedure will be followed for all other entry groups, i.e., 51-75, 76-100, etc.

2. *Pre-Staging Operations and Assignments*

If your entry isn't pre-staged in the correct number order in your group, you may run at the back of your number group. If a later sequence group has finished pre-staging and is starting to move ahead into the staging lanes, you will stage at the end of the group. You may trade your starting positions in your number group.

3. *Running Order after a Halted Meet is Restarted*

When a meet is halted for any period of time, for any reason, whether to move the course, or to deal with an incident, or for weather reasons, the following shall apply: Upon resumption of racing, the meet will restart in the exact running order where it was left off. All lanes will be open and running in their regular manner. Furthermore, during a multi day race meet, when racing is concluded at the end of the first day, it shall be resumed the following day according to the above rule

D. Ready Requirements in Line

Be suited up, in your race vehicle and ready to run when you are three vehicles back from the starting line. If you are not ready to run when your vehicle is AT the starting line, please allow those behind you to run until you are ready to run. **DO NOT hold up the line.**

E. Warm-Up Loop Requirements

If you want to make a warm up loop, the starter must authorize you to do so. When you return to the starting line and have come to a complete stop, heading down course, and are prepared to make your official run, then wait for starter authorization. Note – This procedure is discouraged due to its excessive time consumption.

F. Operation of Push-Vehicles

As soon as a race vehicle starts, the push vehicle should **IMMEDIATELY** move to the **LEFT OF THE RACE COURSE**, and proceed toward the finish area in front of the patrol cones, maintaining the required 15-MPH speed limit. **PLEASE COOPERATE – FOR SAFETY AND DUST CONTROL.**

1. ***Use of Designated Return Road*** ANY vehicle registered in competition is considered a race vehicle for the duration of the meet; ALL race vehicles MUST be towed, pushed, or trailered back to the pit area, using the designated return road in front of the patrol cones. The speed limit on the return road is 15 MPH and will be strictly enforced. **NO RACE VEHICLE ENTERED IN COMPETITION MAY RETURN TO THE PIT AREA UNDER ITS OWN POWER!!!**

Note: Riding in the back of an open pickup is prohibited except for official SCTA sanctioned work projects.

2. ***Stay off the course*** For each entry, only a single support vehicle/ push truck is allowed to go past the patrol cones onto the “Course area return lane” after the run for vehicle retrieval. Excessive “support” vehicles driving directly to race vehicles on the course after the run (mostly family and friends) often obstruct the entrant return path and also the visibility and access for on-station patrols. “Greeters” can park at the cone line and walk over to race vehicles.

3. ***Operating Push Vehicle*** **When operating a push vehicle, it is MANDATORY to have a working CB radio in communication with the tower, and a fire extinguisher (either dry chemical or CO2) in the vehicle while proceeding toward the finish area or returning to the pit area. This is considered a safety requirement. A violation of this requirement will result in individual loss of points for the meet in which the infraction occurred.**

G. Parachute Requirements

An approved parachute is required on all vehicles that run on a 160 MPH record, or minimum. If a vehicle is equipped with a parachute, the Safety Committee requires its use. The pilot parachute shall be deployed as the vehicle enters the timing lights.

H. Shut Down Requirements After Run

All drivers MUST be off the power immediately after passing through the timing lights. Balloons and multiple cones indicate the end of the powered course. Drivers who stay under power past the timing lights are subject to having their timing slip withheld, at the discretion of the Chief Timer.

Shutdown Area - Due to the condition of the dry lakebed and the uncontrolled nature of the area in and around the official racecourse, it is highly advised to turn off and stop race vehicles as soon as possible.

Out of Bounds Penalties - Any driver / rider whose race vehicle goes “out of bounds” either past the cone marked end or out of the cone marked side of the course will be subjected to the following penalties:

- 1) First offense will result in a mandatory re-inspection and an entry in the log book
- 2) Second offense will result in loss of the entrants points for that meet
- 3) Third offense will result in referral to the SCTA Board for disciplinary action

I. Emergency Turn Out

In the event of motor failure (e.g. parts on the course) or the need for emergency assistance, turn off the course to the **right**. If you have a normal run with no problems, turn off to the left.

J. Abort Run

If, for any reason, your vehicle is NOT performing as anticipated, please abort the run and turn off the course. Do not waste valuable course time.

K. Impound and Certification

Record Qualification: The driver of a properly classified vehicle exceeding the existing record must proceed to the impound area (inspection) within 30 minutes and submit the vehicle for inspection. Record minimums are set at what should be the performance potential of the class and are subject to annual contest board review.

Record Certification: Upon completion of a record-qualifying run, the vehicle will be inspected for engine displacement, body class, and fuel certification (if the vehicle competed in a Gas Class). The test procedure for gasoline is described in the SCTA rule book (Rule 2.B). The gasoline test, if applicable, must be completed when the vehicle is in the impound area for record certification. The vehicle’s engine must be measured or sealed by a member of the contest board prior to the end of the meet. If sealed, the engine must be disassembled, measured and verified within 30 days. An engine presented for record certification may not be removed from the chassis prior to measurement unless done in the presence of a certifying official. Failure to comply with these procedures will result in forfeiture of the record. Completed certification sheets must be received before the next scheduled Lakes meet, or within 30 days after the last meet of the year.

Mail to:

Dan Warner – 20714 Strathern Street, Canoga Park CA. 91306 (818) 998-4435

L. Pre-measured and Sealed Engines

Pre-measured and sealed engines may be accepted at the certification officer’s discretion. Appropriate entries must be within the vehicle logbook. Pre-measured certifications expire after one year (365 days).

M. Speed Limits

Due to safety requirements, all SCTA participants and their respective crew members are required to abide by the speed limits indicated in the introduction section of these procedures. Violation of any of these speed limits will result in the individual loss of points for the meet in which the infraction occurred.

VIII. Racing Points Definition

A. Meet Points

1. *Two-Day Meets* - Unless otherwise provided by the SCTA Board of Directors, a two-day meet, I.E.: November, at El Mirage, shall be considered a single-day event. All vehicles may compete in only one class.

2. *Calculation of Meet Points* - Meet points shall be determined as follows:

a) Highest Speed(s)

Each entrant's highest speed (in the event of multiple runs) and shall be divided by the current SCTA record or minimum speed set by SCTA in the entrant's class, then multiplied by two hundred (200), thereby determining the total number of points earned for that meet.

b) Bonus Points

When an entrant breaks an existing record, or an established minimum record the entry receives: 200 points plus twenty-five (25) bonus points, plus one (1) point for each whole mile per hour over an existing record, or record minimum.

c) Record Runs

In the event that two or more same-class entrants at a meet exceed an existing record or an established minimum record, the entrant who has achieved the highest speed at the conclusion of a meet shall receive the bonus points specified in subsection 2, above. All other entrants breaking the same record or exceeding the established minimum record shall receive a maximum of 200 points. Each run that exceeds the current record or minimum must be followed by timely completion of the certification process (See Sec. VII) or all the points "For that run" are forfeited. For Example: If an entrant were to qualify for record and not go to impound for that run, then they forfeit the points for that run. If they run again and exceed the record/minimum and go to impound then they get the points "For that second run". If they don't go into impound for either run that was over the record/minimum, then no points will be awarded.

d) Recognition Points

All entrants who fail to cross the finish line after push-off shall be awarded twenty-five (25) points.

Points Will Be Awarded ONLY After All Entrants Have Run

No points will be awarded to any entrant until ALL entrants in line (See Section VII-A, "Line Up/Starting Position" Procedure) have had an opportunity to make one officiated run. However, if a meet is cancelled before all entrants have had the opportunity to make their first run, any records set prior to the cancellation of the meet and certified by impound will be officially recognized, but no points will be awarded.

B. Team Points

1. Calculation

Points earned by a team, i.e. two or more individuals will be calculated as a team and not divided between or awarded to any one individual. Names and numbers of team entries must remain the same during a season in order for such teams to accumulate points toward each team's season total.

2. Club Membership Change

In case of inter-club transfer of a member, club points will remain with the club to which the member belonged at the time the points were earned.

Transfer of Vehicle Ownership - **In** the event that all or any portion of the ownership of a team owned vehicle is transferred to a new owner(s), neither the vehicle's accrued points nor starting position can be transferred.

C. High Points Champion

An entrant's points accumulation during the season cannot be combined if an entrant is competing for High Points Champion. ALL other competitors may combine their points for the purpose of starting line position. Vehicles that race in two or more body classifications during a season cannot combine the points earned in each classification toward High Point Champion. All entry form/VLB data must be identical throughout a season, except engine class. For example, an "altered" can't switch to a "comp coupe" mid-season. The points earned in each body group will not be combined toward High Points Champion.

1. Lifetime Memberships – are awarded to the number one automobile and the number one motorcycle points champions each year. The auto champion will receive life memberships for 2 persons, and the motorcycle points champion will receive life memberships for 2 persons. To qualify for number one championship and the life membership, a competitor must be a member in good standing of the SCTA, compete in the same body or frame class during the current season and use the same entry name and number. Each competitor's name must appear on every entry form as entry name, owner or driver throughout the racing season.

D. Club Points

1. General -

Year-end club total points determine the SCTA "club points" championship.

2. Calculation of Club Points

The combined points of a given club's top three (3) entrants at each meet, regardless of the total number of a club's entrants at such meet, shall be totaled to determine each club's points for that meet. Total club points for any club, which has less than three (3) entrants at a meet, are determined by adding the points of all such entrants.

IX. AWARDS

Awards will be given to participants based on their points as defined in Section VIII of this procedure. Multiple awards may be combined on a single trophy at the highest point of receipt, e.g. a record trophy may list 3% award, 1st place and/or participation. Awards for the season will be given under the following criteria:

A. Top Speed

A trophy will be awarded to the overall fastest car and motorcycle of each meet. A perpetual trophy will be awarded to the overall fastest car and motorcycle of the season. The winners of the perpetual trophy will also receive a trophy for keeping.

B. Records

A record trophy will be awarded for each new record set during the racing season.

C. First Place

A First Place trophy will be awarded to entrants whose speed is the fastest in class if there were three (3) or more entrants in the class and no entrant's speed is within 3% of the record.

D. Performance

Performance Recognition Plaques will be awarded as follows:

- o **Three Percent**, to entrants whose speed is within three percent (3%) of the class record at the end of a meet.
- o **Second Place**, to entrants whose speed is the second fastest in class when there are five (5) or more entrants in the class at the same meet.
- o **Participation**, to entrants who entered the same class **four (4)** or more times during a racing season but did not qualify for a first or second place trophy.

X. Post-Meet Procedures, Misc.

A. Course Tear-Down

All SCTA members are encouraged to participate in the teardown process, including cone retrieval, inspection areas, equipment stowage, etc., etc., etc.!

B. Entry Fee Refund

No refund of the entry fees will be given to any entrant after commencement of an "official meet".

C. Infraction Investigations

All infractions of SCTA rules or procedures will be investigated by the Sergeant of Arms with assistance from SCTA members as required. The investigation and conclusion will be completed within a mandatory three week period from the date of the infraction or prior to the next Board meeting. In the case of repeat infractions, the penalty period will begin at the time of the first infraction and run for 12 months.

!!! PLEASE, HELPCLEAN-UP !!!

The BLM allows us to race at El Mirage because we are responsible people who respect the lakebed.

It is imperative that each and every one of us polices our campsites and the surrounding areas if we are to continue with our chosen endeavor.

SCTA CLUB DUTY ASSIGNMENTS - 2009

Saturday	Tow Return Road side Cone trailer out from SCTA Compound	Eliminators
Sat/Sun	Pre - race Set out Spectator/picket lines, return road cones, and cones to mark push truck return road center - Return side - before 7:00am Sunday	Eliminators
Saturday	Motorcycle trailer - tow out from SCTA Compound	Gear Grinders
Saturday	Timing trailer - tow out from SCTA Compound	Gear Grinders
Sat/Sun	Pre - race Timing trap - setup	Gear Grinders
Sunday	During race Staging line Marshal - provide personnel	Gear Grinders
Sunday	During race Timing Stand personnel - Chief Timer	Gear Grinders
Sunday	During race Course Clear function in turn out area end of track - BO	Gear Grinders
Sunday	Post race Timing trailer - return to storage	Gear Grinders
Sunday	Post race Timing traps - disassemble and put in storage	Gear Grinders
Sunday	Post race - Spectator barrier, staging area cones, pit boundary markers - take down, load on fence trailer	Gold Coast
Sunday	Post race - Pick up and store pit boundary posts in starting area on fence trailer	Gold Coast
Sunday	Post race Return Loaded fence trailer to SCTA storage building	Gold Coast
Sat/Sun	Pre - race Provide fuel for generators - (store in registration trailer)	High Desert Racers
Sunday	Registration trailer - provide personnel Before and during race	Lakers
Sunday	Registration trailer - return to storage	Lakers
Saturday	Announcer's trailer - tow out from SCTA Compound and position	LSR
Saturday	Equipment trailer - tow from SCTA Compound by 10:00am	LSR
Saturday	Sales trailer - tow out from SCTA compound	LSR
Saturday	Signs - pit area speed limit - set out	LSR
Sunday	Post race Signs-pit speed limit - pickup and return to equipment trailer	LSR
Sunday	Post race Return the Equipment trailer to SCTA Compound after filled	LSR
Sat/Sun	Pre - race Tower side Cone trailer - tow out from SCTA Compound	Milers
Sat/Sun	Pre - race Set out spectator/picket lines, and all end of course cones from the starting line to "back door" on the Tower side - set out before 7:00am Sunday	Milers
Sunday	During race Starting line Marshall - (Arm band check)	Milers
Sunday	Post race Pick up and store all spectator/picket lines cones, all end of course, finish line cones and banner from the starting line to "back door" on the Tower side	Milers
Sunday	Post race Return the Tower side Cone & banner trailer to the SCTA Compound	Milers
Sunday	Post race Pick up and store all spectator/picket line cones return road cones, finish line cones, push truck return road markers, and end line banner on the return road side of the course.	Road Runners
Sunday	Post race Return the Return Side Cone & banner trailer to SCTA Compound	Road Runners
Sunday	Pre-Race Sweep course	Rod Riders
Saturday	Race Course - locate, measure, and Mark	Rod Riders
Saturday	End of track banners - set out at timing traps before 7:00 am Sunday	Rod Riders
Sunday	Staff and operate the Emergency Response Trailer	Rod Riders
Saturday	Patrol Cones - set out to mark Patrol positions before 7:00am Sunday	Rod Riders
Saturday	Area for announcer's stand, sales trailer, and concession - mark area	SDRC
Saturday	Area for spectators viewing and warm-up loop - mark area	SDRC
Saturday	Fence trailer - tow out from SCTA Compound	SDRC
Saturday	Spectator Barrier - set up both sides at starting line	SDRC
Saturday	Starting line area - staging lines - set up 5 cone lines	SDRC

Saturday	Set out pit boundary posts in starting area	SDRC
Sunday	During Race - Starting line personnel - Chief Starter	SDRC
Sat/Sun	Pre-Race - Balloons / weights for markers - put out before 7:00 am Sunday	Sidewinders
Sat/Sun	Pre-Race - Public address system - set-up before 7:00 am Sunday	Sidewinders
Sunday	During Race - Announcer - provide personnel	Sidewinders
Sunday	During Race - Timing Slip distribution - (hand out)	Sidewinders
Sunday	During Race - Course Clear function in turn out area end of track - CW	Sidewinders
Sunday	Post Race - Announcer's stand tear down and return to storage	Sidewinders
Sunday	Post Race - Balloons/wieghts - pick up after race & return to storage	Sidewinders
Sunday	Post Race - Sales trailer - return to storage	Sidewinders
Saturday	Registration - provide personnel	Super Fours
Saturday	Registration trailer - tow out from SCTA Compound	Super Fours
Saturday	Rookie orientation meeting @ 4:15pm day before race	Super Fours
Saturday	Signs for speed limit and safety - set out	Super Fours
Sunday	Post race Signs-Speed limit & safety - pickup & return to equipment trailer	Super Fours

PATROL POSITION AND COURSE WALK ASSIGMNETS

Patrol		Patrol		Course Walk	
Return Rover	Eliminators*	Tower Rover	Eliminators*	START LINE	BACK DOOR
Return 11	Gear Grinders *	Tower 11	Gear Grinders*	Eliminators	Super Fours
Return 10	Road Runners	Tower 10	High Desert Racers	Gear Grinders	Sidewinders
Return 9	Super Fours	Tower 9	Super Fours	Gold Coast	SDRC
Return 8	SDRC	Tower 8	Lakers	High Desert	Rod Riders
Return 7	Sidewinders	Tower 7	No Patrol	Lakers	Road Runners
Return 6	Sidewinders	Tower 6	Rod Riders	LSR	Milers
Return 5	SDRC	Tower 5	Rod Riders	(Above assignments for the 2009 season	
Return 4	LSR	Tower 4	Milers	then teams swap ends for the 2010 season.)	
Return 3	LSR	Tower 3	Gold Coast		

(May meet only – rotate one position down course thereafter – except skip non-rotating positions marked by asterisks *)

ON GOING DUTIES

Maintenance		Course Preparation	
Timing Trailer & Equipment	Gear Grinders	Saturday April 18 -	High Desert Racers – Materials Prep
Emergency Response Trailer	Gear Grinders	Saturday May 9 -	SDRC & Super Fours
Equipment Trailer	LSR	Saturday June 6 -	Gear Grinders & Gold Coast Roadsters
Tower Side Cone Trailer	Milers	Saturday July 4 -	Land Speed Racers & Eliminators
Return Side Cone Trailer	Road Runners	Saturday Sept 5 -	Rod Riders & Road Runners
Fence Trailer	SDRC	Saturday Oct 17 -	Lakers & Milers
Announcer Trailer	Sidewinders	Saturday Nov 7 -	SDRC & Super Fours
Motorcycle Trailer	Sidewinders		
Registration Trailer	Super Fours		Mud Patrol as required all year – High Desert Racers

EI Mirage Car Minimums 2009

Body	Eng	A	B	C	D	E	F	G	H	I	J	K	XF	XO	XXF	XXO	V4	V4F
BFS												145		205		215	205	155
FS																		150
BGS																200	170	150
GS		210																145
DS	220	210		190	180	170	160	150	140	130	120							
BFL												140		210	205	210	190	145
FL	270	260																140
BGL	250					205						120		185	190	190	180	140
GL																		
Body	Eng	A	B	C	D	E	F	G	H	I	J	K	XF	XO	XXF	XXO	V4	V4F
BFMR													180	200		210	180	140
FMR	250							160	140									
BGMR	225					185			140							180	160	130
GMR	215															170		
BFRMR	260	250	240	230	220	205	190	170					180	200	210	210	180	140
FRMR	250	240	230	220	210	195	180						170	180	190	190	160	130
BGRMR	230	220	210	200	190	185	175						155	160	170	180	160	130
GRMR	220	210	200	190		170	160						150	155	170	170	150	125
BFR		240				200	180	170	150					180	175	190	170	
FR																		
BGR						185	175	155	135					165	160	170	150	
GR	210																	
BSTR								140	130				155	165	160	170	150	
STR									120					155	150			
BVFCC															160		160	115
VFCC																		105
BVGCC															160		145	105
VGCC															150			95
BVFALT													155		165		155	105
VFALT													140					95
BVGALT													145		150		150	95
VGALT															145			85
BVGC													130		135	140	120	90
VGC																		80
VOT																	135	120

Body Eng

El Mirage Motorcycle Minimums 2009

Body	Engine Size CC														
	50	100	125	175	250	350	500	650	750	1000	1350	1650	2000	3000	UNLIM
A-BF	74	98	106	120	135			174					208	217	222
A-BG		92		113	128		156	166					200		215
A-F				120			163	167	170				192	202	207
A-G									162				185	195	200
A-PBF	60	80	88	101	114	127	141	151	156	165		180	185	195	200
A-PBG	56	75	83	95	108	120	134	144	149		167	173	178	188	193
A-PF		70	77	89	102	113			142						186
A-PG				83				129	134					175	180
APS-BF		105	113	127	142		171	181					215	224	229
APS-BG		98	106	120	135	148	163	174					208	217	222
APS-F				127				174					200	210	215
APS-G													192	202	207
APS-PBF	64	86	94	107	121	134	148	158	163	172	181	187	192	202	207
APS-PBG	60	80	88	101	114	127		151	156	165	174	180	185	195	200
APS-PF		75	83	95	108	120		144	149						
APS-PG			77	89		113		137	142					181	
APS-VBF	56	75	83	95	108	120	134	144	149	158	167	173	178	188	193
APS-VBG	52	70	77	89	102	113	127	137	142	151	160	166	171	181	186
APS-VF	48	65	72	83	95	107			134	144	153	159	164	175	180
APS-VG	44	60	67	77		100				137	146	152	158	168	173
A-VBF	52	70	77	89	102	113	127	137	142	151	160	166	171	181	186
A-VBG	48	65	72	83	96	107	120	129	134	144	153	159	164	175	180
A-VF	44	60	67								146		158	168	173
A-VG	40	56	62										151	161	166
P-P				98		125	141						180	185	190
P-PP		60	67	77	89	100	113	122	127	137	146	152	158	165	170
P-PPB	56	75	83	95	108	120		144	162	165	174	180	185	X	X
P-PB	69	92	100	113	128	141	156	166	171	179	189	195	200	X	X
P-PV		51			76	87		108	113	122	131	138	144	X	X
SC-BF	60			101		127	141	151	156	165			185	195	200
SC-BG				95		120	134	144	149	158			178	188	193
SC-F						127	133	137	142	151			171	181	186
SC-G								129		144			164	175	180
SC-PBF	48	65	72	83	96	107	120	129	134	144	153	159	164	175	180
SC-PBG	44	60	67	77	89	100	113	122		137	146	152	158	168	173
SC-PF	40	56	62	72	83	94		115	120				151	161	166
SC-PG		52	58		77	88	101	109	114					155	160
SC-VBF	40	58	62	72	83	94	107	115	120	130	139	145	151	161	166
SC-VBG	37	51	58	67	77	88	100	109	114	123	132	139	145	155	160
SC-VF	34	48	53						107	116	125	132	138	148	153
SC-VG	31	44	49						100	110	119	125	131	141	147
S-BF	79	105	113	127	142	155	171	181	186	194	204	210	215	224	229
S-BG	74	98	106	120	135	148	163	174	179	187	196	203	208	217	222
S-F		105		127		155	171	174	177	179	189	195	200	210	215
S-G				120		148	163	167	170	172	181	187	192	202	207
S-PBF	64	86	94	107	121	134	148	158	163	172	181	187	192	202	207
S-PBG	60	80	88	101	114	127	141	151	156	165	174	180	185	195	200
S-PF	56	75	83	95	108	120	134	144	149	158	167	173	178	188	193
S-PG	52	70	77	89	102	113	127	137	142	151	160	166	171	181	186
S-VBF	56	75	83	95	108	120	134	144	149	158	167	173	178	188	193

El Mirage Motorcycle Minimums 2009

Body	Engine Size CC																
	50	100	125	175	250	350	500	650	750	1000	1350	1650	2000	3000	UNLIM		
S-VBG	52	70	77	89	102	113	127	137	142	151	160	166	171	181	186		
S-VF	48	65	72	83	95	107	120	129	134	144	153	159	164	175	180		
S-VG	44	60	67	77	89	100	113	122	127	137	146	152	158	168	173		
SCS-BF			100	113	128	141	156	160	171	179	189	195	200	210	215		
SCS-BG			94	107	121	134	148	158	163	172	181	187	192	202	207		
SCS-F		92		113	128	141	147	151	156	165	172	180	185	195	200		
SCS-G		86		107	121	134	140	144	149		167	173	178	188	193		
SCS-PBF	56	75	83	95	108	120	134	144	149	158	167	173	178	188	193		
SCS-PBG	52	70	77	89	102	113	127	137	142	151	160	166	171	181	186		
SCS-PF	48	65	72	83	95	107	120	129	134	144	153	159	164	175	180		
SCS-PG	44	60	67	77	89	100	113	122	127	137	146	152	158	168	173		
SCS-VBF	48	65	72	83	95	107	120	129	134	144	153	159	164	175	180		
SCS-VBG	44	60	67	77	89	100	113	122	127	137	146	152	158	168	173		
SCS-VF	40	56	62	72	83	94	107	115	120	130	139	145	151	161	166		
SCS-VG	37	52	58	67	77	88	101	109	114	123	132	139	154	155	160		
APS-O	OMEGA															record established	
S-O	OMEGA																minimum unknown