

# EL MIRAGE DRY LAKE

## Land Speed Racing Procedures



Revised: April 2016

Changes Include:

Section VIII. C. 2.

Section V11. L.

Section VIII. A. 3.

Section IX Awards.

Section IX. B. Records

Section IX. D. Performance

Appendix A - Club Duty Assignments

Appendix C - 2016 Course Preparation Dates.

Appendix D - 2016 El Mirage Motorcycle Minimums.

Appendix E - 2016 El Mirage Car Minimums.

**Text with strike through is considered removed**

**All Changes are highlighted in bold and underlined**

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## **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:

1. There are speed limits:
  - a. 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.
2. It is illegal to bring in, dispose of, or possess any firewood containing nails, screws, or other metal hardware in the area.
3. It is illegal to bring in, dispose of, or possess any glass container within the area.
4. All campfires must be secured in a container or burn barrel anywhere in the area. No campfires on the ground.
5. No dumping of campfire or BBQ ash on the lakebed.
6. Open alcoholic beverage containers are not allowed while driving a motor vehicle.
7. All campsites must be left clean and trash must be packed out.
8. **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 Rule Book 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 Rule Book, 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.
4. Weather – The Contest Board assumes no responsibility whatsoever for delays, postponements and cancellations of all or any part of the event because of inclement weather, course conditions and / or any other reason. The decision to close the course resides with the Race Director.

**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, e.g., 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.

Requirements: Rookies will keep rookie status for the duration of the meet. They must attend a two-part Rookie orientation before driving/riding. This will take place the day before and on the morning of racing. All Rookies must comply with all instructions by, and show competence to, the Rookie Director and/or the appropriate Tech Chair or Chief Inspector for the whole meet. They will run from the Rookie Line for the duration of the meet. Any exceptions will be at the discretion of the Race Director, Rookie Director and/or the appropriate Tech Chair or Chief Inspector and will be considered on a case-by-case basis. Regardless of SCTA license held, all Rookie drivers/riders must make a first run under 150 MPH from the Rookie Line and comply with all requirements set forth in the procedures, e.g., shut off in the lights, and run under 150 MPH. 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 privileges. New cars or motorcycles must comply with Section 1E of the Rule Book 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 with a 1-mile + 600 ft. shut down area.

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 the following times:

- May – 4pm Friday and 4pm Saturday
- June – Oct – 4pm Saturday
- Nov – 3pm Friday and 3pm Saturday.

Rookie Orientation WILL NOT be conducted for individuals at any other time.

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 midpoint for a sign in / participation tally. Each Club shall provide “walkers” equal to their number of Club Reps. 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 also is used by registration staff, announcing 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 ***12:00 noon 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 ***7:00 a.m. to 10 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 wheels/tire combinations (e.g., aluminum, composite, etc. wheels) requires a variance and review by the Technical Committee and Board approval before use. These wheels must demonstrate through a review process that they do not adversely affect the race surface. Vehicle structure must be inspected after three runs. Future use of these wheels may be disallowed at anytime if they are deemed detrimental to the racing surface.



## 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. Line-up/starting position cards, showing race vehicle number, and line-up/start position will be issued at the Registration Trailer. Tape the line-up card in the front window, passenger side of the push vehicle.

### 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. **THERE IS ONE EXCEPTION:** Only in the case that a vehicle that has completed A SEEMING RECORD QUALIFYING RUN, and has unintentionally FAILED record certification due to being entered in the wrong class, may that same vehicle be un-entered and re-entered to run again at the same meet.

The process is accomplished by

- Re-registering using another number, and
- Paying another entry fee, and
- Using exactly the same physical vehicle and engine, and
- Complete standard class change re-inspection, and
- Notify and obtain approval from Race Director

All data for the previous run will be made void, e.g., no points, records, etc.

This situation will result in the vehicle's performance in that event not being eligible for the points championship (different entry number).

### 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. *Drivers Meeting*

The Drivers Meeting is to be held at the starting line prior to the commencement of race activities. Driver attendance is **MANDATORY**.

### 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 a.m. 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 a.m.** at the **Starting Line**. Failure to sign in by 7:00 a.m. 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:

- 1<sup>st</sup> Offense: Forfeiture of Club Points for the meet in which the infraction occurred
- 2<sup>nd</sup> Offense: Forfeiture of Club Points for the meet in which the infraction occurred and loss of first round privileges for the following meet
- 3<sup>rd</sup> 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. Tape your line-up/starting position card in the front window, passenger side, of your push vehicle.

#### **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 lineup, 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 the 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.

- 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 (e.g., 1,3,5,7, etc.)

**3. Lane Three**

Even numbered entrants starting position (e.g., 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 Re-started**

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, and 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 precede 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.

**1. Shut Down Area**

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

2. **Out of Bounds Penalties**

All disciplinary action will be at the discretion of the Full SCTA Board based on an investigation of the incident as specified on Page 16 of the El Mirage Procedures.

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 subject to the following penalties:

No points for the pass.  
No record for the pass.

As a result of incident investigation the full SCTA Board may impose any or all of the following penalties:

- Downgrade one level of license or more, example: "A" license to "B" license, etc.
- Repeat Rookie Orientation.
- Suspension of meets per Board direction.

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 directly to the impound area (inspection) within 30 minutes and submit the vehicle for certification. 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 shall be accepted if the seal is intact and the appropriate entries are within the vehicle Log Book. Should the certification officer consider a seal to be altered or damaged, he may request the Race Director authorize a re-measurement of the engine. ~~Pre-measured certifications expire after one year (365 days).~~

M. **Speed Limits**

Due to safety requirements, all SCTA participants and their respective crewmembers 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.

## N. Race-Day Weather and Course Conditions

A Board Member must be present to approve any decisions in regards to the El Mirage lakebed. This would include but not be limited to:

- Calling a Race Meet Due to Weather Conditions
- All BLM Communication
- Course Position and Placement
- Course Surveys

## VIII. RACING POINTS DEFINITION

### A. *Meet Points*

#### 1. **Two-Day Meets**

Unless otherwise provided by the SCTA Board of Directors, a two-day meet, e.g., May and 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 2b, 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.

#### 3. **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. **If an entrant has set a record, completed impound and the meet is cancelled, the record may be denied by notifying the certification officer within 24 hours of the event cancellation**

## **B. Team Points**

### **1. Calculation**

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

### **3. Vehicle Ownership Change**

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**

### **1. Points Accumulation for Starting Position**

Any entry can accumulate points toward starting line position throughout the year by using the same entry number regardless of the class in which the vehicle competes.

### **2. Points Accumulation for High Points Champion**

Points accumulation during the season can only be combined toward the Season High Points Champion if the entry competes in the same vehicle, with the same competition number, with the same owner(s), and within the same body / frame classification for the entire season. Entry form and VLB data reflecting ownership, vehicle number, VLB number, and vehicle body / frame classification must be identical throughout the season. Engine class, fuel used, and induction changes (i.e., blown or unblown) are ~~not~~ allowed. Vehicles that race in two or more body / frame classifications, multiple engine displacements or induction changes, during a season may continue to use accumulated points for starting line position but may NOT combine the points earned in the separate body / frame classifications toward Season High Point Champion.

### **3. High Points Championship Award**

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, participation or accomplishments as described herein Section VIII of this procedure. Multiple awards **shall** be combined on a single **award** at the highest point of receipt, e.g., a record trophy may list 3% award, 1<sup>st</sup> place and/or participation. **Additional awards may be purchased at a price set by the SCTA Treasurer.** 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 **all** ~~each~~ new record set during the racing season.

### ***C. First Place***

A First Place recognition plaque 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:**

- **Three Percent**, to entrants whose speed is within three percent (3%) of the class record at the end of a meet.
- **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.
- **Participation**, to entrants who **entered and completed a run** 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 at 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, HELP CLEAN-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.



## APPENDIX A. SCTA CLUB DUTY ASSIGNMENTS – 2016

Saturday	Tow return side cone trailer out from SCTA Compound	Eliminators
Sat / Sun	Pre-race Return side – To be done before 7am Sunday	Eliminators
	1. Set out spectator/picket lines	
	2. Set out inside return road cones	
	3. Set out cones to mark push truck return road center	
	4. Set out ¼ mile catchment area cones beyond backdoor	
Saturday	Timing Trailer – tow out from the 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	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
Saturday	Announcer’s trailer – tow out from SCTA compound and position	LSR
Saturday	Equipment trailer – tow out from SCTA compound by 10am	LSR
Saturday	Sales Trailer – tow out from SCTA compound	LSR
Saturday	Signs – pit area speed limit – set out	LSR
Sunday	Post race – Pick up and return signs – pit speed limit and return to equipment trailer	LSR
Sat / Sun	Pre race – Tower side cone trailer – tow out from SCTA compound	Milers
Sat / Sun	Pre-race Tower side – To be done before 7am Sunday	Milers
	1. Set out spectator/picket lines	
	2. Set out end of course cones	
	3. Finish line cones and banner	
	4. Set out ¼ mile catchment area cones beyond backdoor	
Sunday	During race – Starting line Marshall – arm band check	Milers
Sunday	Post-race Tower side – from starting line to back door	Milers
	1. Pick up and store spectator/picket lines cones	
	2. Pick up and store end of course cones	
	3. Pick up and store finish line cones and banner	
	4. Pick up and store ¼ mile catchment area cones beyond backdoor	
Sunday	Post race – Return the Tower side cone and banner trailer to the SCTA compound.	Milers
Sunday	Post-race Return side – Pick up and store all spectator/picket lines	Road Runners
	1. Pick up and store all inside return road cones	
	2. Pick up and store all cones to mark push truck return road	
	3. Pick up and store all ¼ mile catchment area cones beyond backdoor	
	4. Pick up and store end line banner on the return roadside of the course.	
Sunday	Post race – Return the return side cone and banner trailer to the SCTA compound.	Road Runners
Sunday	Registration Trailer – return to storage	Chief car Inspector unless otherwise assigned
Sunday	Pre-Race – Sweep course	Rod Riders

Saturday	Race Course – locate, measure and mark	Rod Riders
Saturday	End of track banners – set out timing traps before 7am Sunday	Rod Riders
Sunday	Staff and operate the Emergency Response Trailer	SCTA Board Assigned Duty
Saturday	Patrol Cones -set out to mark patrol positions before 7am Sunday	Rod Riders
Saturday	Area for announcer’s stand, sales trailer and concession – mark area	SDRC
Saturday	Area for spectators viewing and warm-up look – 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 boundary posts in starting area	SDRC
Saturday	During race – Starting line personnel – Chief Starter	SDRC
Sat / Sun	Pre-race – Balloons – put down before 7am Sunday	Sidewinders
Sat / Sun	Pre-race – Public address system – set up before 7am Sunday	Sidewinders
Sunday	During race- Timing slip distribution (hand out)	Sidewinders
Sunday	Post race – Announcer’s stand tear down and return to storage	Sidewinders
Sunday	Post race – Balloons / weights – pick up after race and return to storage	Milers - RH Road Runners – LH
<b><u>Sat/Sun</u></b>	<b><u>Rookie Orientation - Provide primary and alternate personnel</u></b>	Super Fours
<b><u>Day prior to racing</u></b>	Registration – Provide personnel	Super Fours
Saturday	Registration trailer – tow out from SCTA compound	Super Fours
Saturday	Signs for speed limit and safety – set out	Super Fours
Sunday	Post race – Signs /speed limit and safety – pick up and return to equipment trailer	Super Fours
<b><u>Sat/Sun</u></b>	<b><u>Provide alternate Certification Officer</u></b>	<b><u>Super Fours</u></b>

**APPENDIX B. PATROL POSITION AND COURSE WALK ASSIGNMENTS**

PATROL		PATROL		COURSE WALK - 2016	
Return Rover	SDRC*	Tower Rover	Eliminators*	STARTLINE	BACKDOOR
Return 11	Gear Grinders	Tower 11	Gear Grinders	<u>Super Fours</u>	<u>Eliminators</u>
Return 10	Road Runners	Tower 10	High Desert Racers	<u>Sidewinders</u>	<u>Gear Grinders</u>
Return 9	Super Fours	Tower 9	Gear Grinders	<u>SDRC</u>	<u>Gold Coast</u>
Return 8	SDRC	Tower 8	Rod Riders	<u>Rod Riders</u>	<u>High Desert</u>
Return 7	Sidewinders	Tower 7	No Patrol	<u>Road Runner:</u>	<u>Milers</u>
Return 6	Sidewinders	Tower 6	Rod Riders		<u>LSR</u>
Return 5	SDRC	Tower 5	Rod Riders	(Above assignments for the 2016	
Return 4	LSR	Tower 4	Milers	season. Clubs swap ends for the	
Return 3	LSR	Tower 3	Gold Coast	2017 season)	

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

**APPENDIX C. ON GOING DUTIES**

MAINTENANCE		COURSE PREPARATION – 2016	
Timing Trailer and Equipment	Gear Grinders	Saturday May <u>7th</u>	<u>Rod Riders, Road Runners</u>
Emergency Response Trailer	Mike Cook to supervise	Saturday June <u>4th</u>	<u>High Desert, Milers</u>
Equipment Trailer	LSR	Saturday July <u>9th</u>	<u>SDRC, Super Fours</u>
Tower Side Cone Trailer	Milers	Saturday Sep <u>3rd</u>	<u>Gear Grinders, Gold Coast</u>
Return Side Cone Trailer	Road Runners	Saturday Oct <u>15th</u>	<u>LSR, Eliminators</u>
Fence Trailer	SDRC	Saturday Nov <u>5th</u>	<u>Rod Riders, Road Runners</u>
Announcer Trailer	Sidewinders	Mud Patrol as needed	all year - High Desert Racers
Motorcycle Trailer	Sidewinders		
Registration Trailer	Super Fours		

## APPENDIX D. 2016 EL MIRAGE MOTORCYCLE MINIMUM

Engine Size CC															
Body	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			156	166					200		215
A-F				120			163		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		144	149		167	173	178	188	193
A-PF		70	77	89	102				142						186
A-PG				83											180
APS-BF		105		127			171	181					215	224	229
APS-BG		98		120		148	163						208	217	222
APS-F				127									200	210	215
APS-G													192	202	207
APS-PBF	64	86	94	107	121	134	148	158	163	172	181	187	192		207
APS-PBG	60	80	88	101	114	127		151	156	165	174	180	185		200
APS-PF		75	83	95	108	120		144	149						
APS-PG			77	89				137						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		95	107			134	144	153	159	164	175	180
APS-VG	44	60	67								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		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		122	127		146	152	158	165	170
P-PPB	56	75	83	95	108	120		144	162	165	174	180	185		
P-PB	69	92	100	113	128	141	156	166	171	179	189	195	200		
P-PV		51			76	87		108	113	122	131	138	144		
SC-BF				101		127	141	151	156				185	195	200
SC-BG				95		120	134	144	149				178	188	193
SC-F						127	133	137		151			171	181	186
SC-G								129		144			164	175	180



## APPENDIX E. 2016 EL MIRAGE CAR MINIMUMS

### Engine Size

Cat	Body	AA	A	B	C	D	E	F	G	H	I	J	K	M	XF	XO	XXF	XXO	V4	V4F	UnL
A	BFS												145			205		215		155	
A	FS																			150	
A	BGS	240					205											200		150	
A	GS																			145	
A	DS	220	210		190	180	170	160	150	140	130	120									
A	BFL												140			210	205	210			
A	FL	270	260																	140	
A	BGL	250				215										185	190	190			
A	E3	165																			
B	BFMR														180	200		210	180	140	
B	FMR	250							160												
B	BGMR	225																180	160	130	
B	GMR																	170			
B	BFRMR	260	250			220	205	190	170						180	200	210	210		140	
B	FRMR	250	240	230		210	195	180							170	180	190	190		130	
B	BGRMR	230	220			190	185	175							155	160	170	180		130	
B	GRMR						170	160							150	155	170	170	150	125	
B	BFR								170							180		190	170		
B	BGR															165	160	170	150		
B	GR	210																			
B	BSTR															165	160	170	150		
B	STR															155	150				
B	BVFCC																		160	115	
B	BVGCC																		145	105	
B	VGCC																			95	
B	BVFALT														155				155	105	
B	VFALT														140						
B	BVGALT														145				150	95	
B	BVGC														135			140	120		
B	VOT																			110	
B	MVOT													120							

## APPENDIX E. 2016 EL MIRAGE CAR MINIMUMS

Cat	Body	Engine Size																			
		AA	A	B	C	D	E	F	G	H	I	J	K	M	XF	XO	XXF	XXO	V4	V4F	UnL
C	CBFALT	225						190	170	155	130	115									
C	CFALT	220						180	160			112									
C	CBGALT	220				200	190	180	160		125	110									
C	CGALT	215						170	150			108									
C	CBGC	210					190	175	150		110	100									
C	CGC	205							146			109									
C	CPRO		200					160	140			90									
C	CPS			190			170														
D	BFCC	240	240								140	130				175	165	185			
D	FCC		235									115									
D	BGCC	220	220			200					140	125				165	160	170			
D	GCC											110				160	155				
D	BFALT											130	120			170					
D	FALT		215	210	205	200	195			160	140										
D	BGALT									170	130	100			150		155				
D	GALT		210		205	200	195			145	135										
D	BGC	215				200	195			160	120	105			145	155	150	160			
D	GC					195	190			140											
D	BFMS	240	235		225	220	210	185	175			155									
D	FMS	235	230			210	195	170	155												
D	BGMS						200														
D	GMS	220	215																		
D	BMP	200	195	190	185	180	170								130		145	145			
D	MP	185					140								110	115	120	120			
D	BMMP				200	195	190			130	115										
D	MMP										100										
E	PRO	215	210	205	200		180			140	125						130				
E	PS			220	215						125	80									
E	BGT	190	185				165		145	130	120	80									
E	GT											70									
E	PP															105					
E	PMP									100	90										
F	DT					120															
F	U/UDT																				175

# El Mirage Land Speed Racing Course

Access Roads \*\*\*Speed Limit - 25 mph\*\*\*



