

VINTAGE DRAG RACING ASSOCIATION- ELECTRONIC RULES AND GUIDELINES

DELAY BOXES/DEVICES

Delay boxes prohibited in all categories. A delay box or delay device is defined as any device (electric, electronic, pneumatic, hydraulic, mechanical, etc.) built for the express purpose of creating a delay between release of trans-brake or line-loc button, or release of foot or hand brake, or release of clutch pedal/lever, and the resultant action of the vehicle. Changeable vehicle components, legal unto themselves (solenoids, throttle-linkage components, hoses, springs, etc.), even though the component may affect the reaction time of the vehicle in relation to the driver action, is not considered a delay device.

Wiring may consist of a single continuous wire from a power source to a switch (or button), and a single continuous wire from the switch to the trans brake or line-loc solenoid. One splice (no quick disconnect) is permitted from the two-step to the solenoid (i.e., between the switch and the solenoid). All switches, buttons, wiring, solenoids, etc. must be for normal automotive use, i.e., not intended to create a delay (adjustable or non-adjustable) between release of the button and the resultant action of the solenoid. All line lock/trans brake wiring before and after the switch must be separate from any other wiring and fully visible. Computer wiring, sensors, relays, and the like may not be wired to the solenoid wiring. Two-steps or other rev limiters that are adjustable by thumbwheel, replaceable chips, and the like may not be within the driver's reach and will be located outside the driver compartment. Any system that does not fit the above description is prohibited. Further, discovery of a delay device, adjustable or non-adjustable, at any time following technical inspection will be grounds for immediate disqualification from the event.

IGNITION

Two steps and Rev Limiters are permitted for the soul purpose of protecting damage to the engine or drivetrain. These devises are not permitted for any down track tuning applications. No programmable or digital ignition systems allowed in any classes. Each car in competition must have a positive action on/off switch, capable of de-energizing the entire ignition system, in good working order, located within easy reach of the driver. "Momentary contact" switch prohibited. All ignition systems and/or components wiring harnesses and attachments must utilize those supplied by the ignition system manufacturer. The wiring harness must be used in an unaltered manner

consistent with the manufacturer's installation and instruction books. All wiring associated with the ignition system must be fully visible, labeled, and traceable. Points style distributors, HEI's, Magnetos and crank triggers are permitted. All removable or pin-type timing devices are prohibited. Two-steps or other rev limiters that are adjustable by thumbwheel, replaceable chips, and the like may not be within the driver's reach and will be located outside the driver compartment. The use of any programmable multi-point rev limiter and/or a rate-of-acceleration rpm limiter is prohibited.

COMPUTER

A computer is defined as any device (electrical, mechanical, pneumatic, hydraulic, etc.) that activates any function of, or in any way affects the operation of, the vehicle based on measurement, sensing, processing, etc. of any data related to the performance of the vehicle. Data collected from data collection devices may not be entered into a computer program that generates predicted elapsed times.

DATA RECORDERS

Data recorders may be used to record functions of a vehicle so long as they do not activate any function on the vehicle. For data recorder applications, the transmission or display of any vehicle performance data (e.g., wheel speed, driveshaft speed, vehicle acceleration, etc.) gathered or processed by the data recorder, to the driver or any remote location, during the run, is prohibited. This data may be reviewed (printout, replay, etc.) only after the run. Discovery of a device that displays, indicates, or transmits "on track," "track location," or "elapsed time"-type data will be grounds for immediate disqualification from the event. Data devices permitted include wheel speed, driveshaft speed, exhaust temperature, oil pressure, fuel pressure, transmission temperature, water temperature, supercharger PSI, tachometer with tattletale and the use of a weather station. Traditional (needle) gauges and digital display gauges are permitted.

CAMERAS

Images from any camera permitted under this section are permitted to be used for competition/analytical purposes only. One camera permitted. No video monitors permitted in or on the car. Video may not be used in any way to determine track position in real time. Cameras must be securely attached to

the vehicle with appropriate fasteners. Cameras may not be attached with suction cups, wire ties, hose clamps etc. For any camera mounted external to any vehicle, all mounting brackets, associated fasteners, hardware, etc. from the camera to the vehicle attachment point must be metal. No plastic or nonmetallic components permitted. For all vehicles, attachment to the driver, the driver's helmet, or the steering wheel/handlebars are prohibited.

ENGINE/TRAMISSION

All functions of engine, fuel, timing, clutch, and throttle must be a direct function of the driver. Electronic Fuel injection is prohibited. The function of shifting the transmission must be performed by the driver. No air or timer-controlled devices permitted.