

EL MIRAGE DRY LAKE

Land Speed Racing Procedures



Revised: April 2024

Changes Include:

I A.2, I. C, II C.1, II. I, II L.1, IV. B, V. B, VII. C.1, VII. F.3, VIII. E

Appendix B: Patrol Positions & Course Walk Assignments

Appendix C: 2024 Ongoing Duties

Appendix D: 2024 El Mirage Motorcycle Minimums

Appendix E: 2024 El Mirage Car Minimums

All changes are shown in ***bold italics***. Club Representative emailed their votes to the SCTA Secretary. Those votes were counted at the March 1, 2024, Board meeting. SCTA Board of Directors accepted those votes and unanimously voted to implement the changes shown in italics.

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I. INTRODUCTION

The Southern California Timing Association (SCTA) generally conducts six land speed events annually at El Mirage Dry Lake. 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:
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 are allowed 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 Rules/Records Book is in effect for all events conducted at El Mirage Dry Lake except for the following items:

1. In any case where these El Mirage procedures differ from the current SCTA Rules/Records 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.) *shall* be observed at 160 MPH at El Mirage Dry Lakebed.
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, the Board 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/Club Reps meeting.

At the March meeting, the Club Reps will vote on the proposed changes. Approved changes will require revisions to the EMP master copy. Between the March and April meetings the SCTA Board will complete the revisions to the EMP and distribute it to the members.

The new EMP will be implemented at the May El Mirage Meet (or first race of the season).

C. El Mirage Procedures Distribution Procedure

The El Mirage Procedures shall be posted on the SCTA website under El Mirage Documents. Additionally, 50 copies shall be available in the registration trailer for 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 first round of vehicles timed runs.

C. Vehicle Log Book

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 Vehicle Log Book

The Official Vehicle Log Book (VLB) shall be presented at every SCTA- sanctioned event. It is the responsibility of each entrant to ensure 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 SCTA Rules/Records Book (*Section 1.A*).

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 & Wristbands

All participants are required to sign an insurance waiver and wear identifying wristbands. Drivers will be issued special “Drivers” wristbands. Only participants with wristbands 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 that does not meet all the Class Requirements but does meet the **technical** requirements shall be placed in a Time Only Class in accordance with Rule 1.B in the SCTA Rules/Records Book.

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 the 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. Vehicle Race Numbers

Vehicle Race Numbers 1-25 are assigned by the SCTA based on the **vehicle** 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 vehicle in order to earn points for Season Championship recognition. For number assignments, contact JoAnn Carlson at (559) 528-6279 or email office@scta-bni.org.

H. Starting Position Line-Up Number

Starting Position Line-Up Number is DETERMINED by entrant’s accrued point totals and is complete and separate from Season Championship race. No entrant IS ALLOWED to switch, swap or trade Starting Position Line-up Number with another entrant. If an entrant owns, is associated with; or, has more than one (1) entry during the current race season, the same rule shall apply. No switch, swap or trade is allowed during the race season; and applies to the first meet of each new race season. Starting Position Line-up points earned from the previous race season are for use by the entrant that earned the points.

Starting Position Line-Up Number information is posted on the SCTA Website under El Mirage, “El Mirage Results” shortly before the upcoming race event. A printed sheet, matching the posted website information will be available at the Registration Trailer for entrant convenience. SEE VII. RACE PROCEDURES for further definition and explanation.

I. Rookie Driver

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 along with crew member/s that will retrieve the driver/rider. This will take place the day before and the morning of that racing event. Failure to attend either part of the rookie orientation for that event disqualifies the driver/rider from racing at that event. All Rookies must comply with all instructions by, and show competence to, the Rookie Director and/or the appropriate Tech Chair or Chief Inspector. Rookies 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). After completion of their run, the driver/rider must have their official printed SCTA timing slip signed by the SCTA Starter that oversaw their run from the starting line. Present the signed timing slip at the registration trailer to receive the appropriate SCTA license.

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 Vehicles” nor do new cars have Rookie privileges. Only Rookie drivers/riders have Rookie line privileges. New cars or motorcycles must comply with Section 1.A of the SCTA Rules/Records Book for initial run limitations, but they must run from regular lanes unless piloted by a Rookie driver/rider.

The Race Director shall notify Rookie Orientation Staff and Starters of any variance to the procedures prior to the Rookie driver/rider 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,
- repeat the Rookie Orientation, and
- successfully complete all rookie requirements before being allowed to continue to compete.

J. Driver Licensing

All drivers/riders shall comply with Rule 1. M Driver Licensing of the SCTA Rules/Records Book, with exception to reference to short course.

NOTE: Every 3 years that a driver or rider has not operated a race vehicle at El Mirage, their driver's license will be downgraded one step and requalification will be required.

K. Guest Entry

Any race vehicle that is not entered by a member of an SCTA club is a guest entry. Any SCTA club member that is listed in bad standing may not run as a guest entry. Guest entries are restricted to two meets per year. Guest entries can run for time-only and are not eligible to set records or earn points. All guest entries must obtain a race vehicle number, a VLB, a Competitor Log Book, and successfully complete the technical inspection and registration process. All guest entries are classified as rookies and the driver/rider and a crewmember must attend Rookie Orientation and the Drivers Meeting. All guest entries and crewmembers should attend the course walk. Guest entries will be placed at the end of the starting position lineup. All guest entries and their crews must comply with the EMP and the SCTA rules.

Failure to comply with these requirements will disqualify the driver/rider from racing at the event and forfeiture of all fees paid.

L. Competitor Log Book

A booklet issued by the SCTA to each competitor who intends to participate in any SCTA-sanctioned event. It MUST contain all required information about the individual, including but not limited to SCTA club membership, SCTA license history, the competitor's competition record, and a listing of vehicles raced. This log book is to remain in the immediate possession of every competitor when entered into competition at an SCTA event. It is required to be presented during inspection and should remain in the chase vehicle at all other times. It must also be made available to race officials upon demand. No competitor will be allowed to race in an SCTA-sanctioned event without his or her Competitor Log Book or a waiver. All guests must have a Competitor Log Book.

1. Presentation of Competitor Log Book at Inspection

The Competitor Log Book shall be presented at every SCTA-sanctioned event. Failure to present a Competitor Log Book at inspection will bar the driver/rider's entry into the event, and the race vehicle will not pass inspection unless the competitor obtains a waiver or another qualified individual is listed as the driver/rider of record.

At the vehicle technical inspection, all Competitor Log Books will be retained by the Chief Inspectors who will update the Driver/Rider Meeting Record and return the log book to the competitors following the Drivers Meeting. Failure to attend the Drivers Meeting may result in disqualification from racing at that event.

2. Waiver of Competitor Log Book

A competitor may obtain a waiver for an event if they are able to establish that they are in good standing with an SCTA club and the SCTA Association itself. Only one waiver will be granted per season. The waiver must be signed by the Race Director and the Chief Inspector. The signed waiver will be attached to the entry form and given to registration. Guest entries cannot obtain or be granted a waiver.

3. Competitor Log Book Replacement

A competitor, in good standing, may apply for a replacement Competitor Log Book. The request must be signed off by the Race Director and the Chief Inspector.

4. Presentation of Competitor Log Book for an Incident or Infraction

In the event of an incident or an infraction, the competitor must make their Competitor Log Book available to the Incident Response Team, the Course Marshal, a patrol member, or other SCTA Official. This includes return road violations. Failure to present the Competitor Log Book will result in a "Red Tag" and a mandatory return to the Technical Inspection area.

III. PRE-RACE ACTIVITIES

A. Course, Preparation, Facilities, and Areas Set-up

The course areas are maintained over the year on non-meet weekends through a course preparation process that requires the supporting clubs to accomplish various tasks.

The penalty for an SCTA member club's 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 as a club duty and is generally completed by 10 to 11 a.m. on pre-race day. The course set-up and equipment installations are the responsibilities and duties of the SCTA club members (refer to Appendix for these procedures). The penalty for SCTA member club's non-fulfillment of their assigned set-up 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. shutdown 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

Orientation will take place at the following times:

- May: 4:00 p.m. Friday and 4:00 p.m. Saturday
- June – Oct.: 4:00 p.m. Saturday
- Nov.: 3:00 p.m. Friday and 3:00 p.m. 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 4:00 p.m.). Unless otherwise specified, coordinating the Course Walk will be the responsibility of an SCTA Board Member. Club participation is MANDATORY and will be monitored. Course Walk assignments will require designated clubs starting at each end of the course and finishing at the midpoint for a sign-in/participation tally. Each club shall provide members equal to their number of Club Reps. Assignments are contained in Appendix A – SCTA Club Duty Assignments. Failure to provide the required number of people will result in a fine of \$100 (one hundred dollars) levied against the responsible club payable to the SCTA-BNI Mike Waters Memorial Scholarship Fund.

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 and 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 Rules/Records Book Committee Chair will then notify the SCTA/BNI office early enough to make the necessary changes and have enough 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, the Chief Inspectors 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 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 Rules/Records Book, Section 1.A.

Pre-Race Day

Inspection hours will begin at 12 noon. Inspection will shut down at whatever time the Rookie Orientation/course walk is scheduled and will not re-open.

Pre-Race Day - 2-day meet is Friday
1-day meet is Saturday

Race Day

Inspection hours are 7:00 a.m. to 10:00 a.m. Inspection will not re-open. *All vehicles in line by 7:15 a.m. – on Race day shall be inspected.*

New vehicles can be inspected on Race Day ONLY by prior arrangement.

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

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.) 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 any time if they are deemed detrimental to the racing surface.

V. VEHICLE REGISTRATION

A. Post-Inspection

Once a race vehicle has completed inspection, with its Inspection Form, VLB, and Competitor Log Book properly signed off, the vehicle may then be registered at the Registration Trailer located in the inspection area. At completion of registration the Entrant will be given a 3 x 5 index card (position card) either a blue card for 200 MPH Lane 1 vehicles, white card for Lanes 2 and 3 vehicles, or a green card for Rookie driver's Lane 4 on which the posted line-up position is written. No entrant is allowed to switch, swap or trade line-up position. See Section II. H.

BEFORE YOU LEAVE REGISTRATION, BE SURE YOU HAVE THE CORRECT COLORED CARD.

The Entrants are required to give their position card to Pre-Stage Personnel to obtain a proper Line-up Position sheet for their push vehicle.

B. Post-Race Inspection

See herein Section VII-L-M and current SCTA Rules/Record Book (*Section 1.H Records and Body Class Certification*).

C. Registered Vehicles - Number of Classes per Meet

No 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: In the case that a vehicle that has completed a seeming record run and has unintentionally failed record certification due to being entered in the wrong class, that same vehicle may be un-entered and reentered to run again at the same meet.

This process is accomplished by:

- Re-registering using another number,
- Paying another entry fee,
- Using exactly the same physical vehicle and engine,
- Completing a standard class change re-inspection, and
- Notifying and obtaining approval from the Race Director.

All data for the previous run will be voided (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 or, a rider shall be in control of their vehicle anytime the engine is running. Violation of any of the procedures in this section (Section D) will result in the individuals' 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 7:00a.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 patrol 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:

- 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 (No Handheld Models are allowed)
- Gloves
- Fire Extinguisher- Dry Chemical or CO₂
- Dzus Tool or Screwdriver
- Patrol Signs

VII. RACE PROCEDURES

A. Starting Position Line-up Procedure

Line-Up Position is DETERMINED by earned points. No Entrant is allowed to switch, swap or trade line-up positions. See Section II. H. All NEW entries/vehicles and guest entries will be given starting position line-up numbers that follow the vehicles which have earned points. These numbers will be assigned on a first come, first served basis during registration.

1. First Meet of the Season

Starting Position Line-up positions at the first El Mirage meet of the race season will be determined and assigned based on the entrant's previous year El Mirage total points standings. A list is posted on the SCTA Website shortly before the race meet and is available at the registration trailer for entrant convenience. All competitors without previous year points standing will be assigned starting position numbers in the order of their registration, but behind all the previous year's entrants.

2. After First Meet

Points earned at the first meet of the race season will determine an entrant's starting position line-up number for the next meet. Thereafter, accumulated points will determine all subsequent starting position line-up numbers. Positions for entrants who may be tied in points standing, will be determined by the faster of the entrants from the previous meet. And, that entrant will receive the higher line-up position.

3. Line Stewards

To assist Pre-Stage personnel and the line steward with an orderly line-up by participants, all entrants are required to turn their line-up/starting position card over to pre-stage personnel and receive an 8-½" x 11" sheet to be taped either in the front window passenger side of their push vehicle or on their race vehicle if no push vehicle is used.

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, with the lanes numbered from left to right, looking down the course.

1. Lane 1 (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. In addition, 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 1, starting positions in Lane 1 are based on points standings (1-25). All 200 MPH vehicles with starting position numbers higher than 25 must line up in the Pre-Stage Lane 1 on a first-come basis. After the first vehicle has run from any lane, 200 MPH vehicles pre-staged will be moved ahead to the starting line. The same procedure will apply to all subsequent rounds.
- Entrant qualified to use the 200 MPH Lane shall pre-stage for any additional run(s) as noted below in Section VII.C.3 only after ALL race vehicles have made one run.
- If a previously qualified 200 MPH Lane vehicle subsequently changes class, entrant must requalify the race vehicle in Lane 2 or Lane 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 Lanes 1,2, and 3 to gain advantage will not be permitted.
- Entrants running from the 200 MPH Lane when not qualified are not eligible for records or points.

2. Lane 2

Entrants with odd-numbered starting position line-up numbers (e.g., 1,3,5,7, etc.) line up on a first come basis.

3. Lane 3

Entrants with even-numbered starting position line-up numbers (e.g., 2,4,6,8, etc.) line up on a first come basis.

NOTE: Line Stewards may vary odd-even sequence to keep lines even.

4. Lane 4

Initial run(s) of Rookie Drivers/Riders obtaining the SCTA competition licenses ONLY. No records may be set from the Rookie lane. Only DRIVERS/RIDERS are Rookies. There are no “Rookie Vehicles.”

C. Staging and Pre-Staging

All Entrants, prior to their first run need to check in with pre-stage personnel to verify line-up and placement, and to receive their 8-½” x 11” line-up sheet for display.

NOTE: No vehicle may be pushed/bump-started in the staging or pre-staging areas.

1. Staging First Group

Entrants with starting position number 1-25 will line up in their designated starting line lanes (see Section VII.B above). *Those starting position (number 1-25) entrants who are inspected and registered on race day(s) see Section VII.C.3 below for lineup procedure.*

2. Pre-Staging Next Starting Group

When the starting line staging lanes contain approximately 15 total vehicles, entrants with starting position numbers 26-50 will be moved forward from Pre-Stage into the starting lanes. The same procedure will be followed for all other starting position groups (i.e., 51-75, 76-100, etc.).

3. Pre-Staging Operations and Assignments

If your entry is not pre-staged in your number group, and they have moved ahead into the staging lanes, you may run at the back of your starting position number group. If a later sequence group has finished pre-staging and have moved ahead into the staging lanes, you will stage at the end of that group.

4. Staging for a Second or Third Round

When an additional round has been called, entrants will be notified via CB radio to begin line up at Pre-Stage by starting position numbers 1-25. As soon as Starters notify Pre-Stage this first group will proceed to the starting line. Staging for additional rounds will proceed as stated above in C.2 of this section.

5. 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, 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. During a multi-day race event, when racing

is stopped for the day, the following shall apply:

Upon resumption of racing the next day, the meet will restart in the exact running order where it was left off. Vehicles in the group that was running, but not in starting line staging when racing was stopped, will be directed to start at the rear of the group in that round.

All lanes will be open and running in their regular manner.

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, 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 *is under its own power heading down the course*, 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, visibility, and access for on-station patrols. “Greeters” can park at the cone line and walk over to race vehicles.

3. Operating a Push Vehicle

When operating a push vehicle, it is MANDATORY to have a working CB radio (not a handheld) in communication with the tower and a fire extinguisher (either dry chemical or CO₂, **10BC Minimum**) 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 individuals' loss of points for the meet in which the infraction occurred.

G. Parachute Requirements

An approved parachute is required on all vehicles (4 wheels) 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 a 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 racecourse, 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 below.

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 (e.g., "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. Red and Yellow Infraction Tags

Red and yellow tags are primarily utilized for informational and safety purposes. The red tags may also be used for "Infractions." The tags can be issued by any board member, the Technical Chairman(s), Chief Inspector(s), or their appointees.

The red and yellow tags will be issued on an as needed basis at the discretion of the official. The tag will be affixed to a vehicle with information pertaining to a vehicle's limitations, condition, requirements, or infractions. This information will inform the competitor, as well as Racing Officials, Staging, Patrols, Technical inspection, impound etc., about specific areas of concern and required actions.

Typical reasons for issuing these tags are:

- Speed limits (Yellow)
- Return to inspection (i.e., Spin, fire, damage to the vehicle, chute failure, etc.) Yellow/Red
- Call for observation (i.e., new vehicle test run, driver requalification, etc.) Yellow
- Infraction notification of Driver or Crew (Unsafe practices - i.e., out of bounds, etc.) Red/Yellow

The tag's information will be entered into the VLB or Competitor's Logbook at the discretion of the Chief Inspector(s) or the Technical Chairman(s). It is implicit that the competitor complies with the information on the tag. As an example, Return to Inspection area, remove vehicle from competition, Contact Chief Inspector, etc.

Red and yellow tags shall only be removed at the direction of officials described in the first paragraph of this section. Any official removing a tag must log reason, date, and sign his/her name in the same book (VLB or Competitor's Logbook) of where the infraction was officially recorded. Upon removal, the actual tag should be affixed to a page where the official recorded its removal.

Competitors that do not comply with these tagging requirements shall be subject to sanctions at the discretion of the racing officials.

L. 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 of their run time 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 Rules/Records Book (Section 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 not 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 El Mirage meet or within 30 days after the last meet of the year.

Mail to: Pete Shotrosky at (626) 825-3667 or mail to: 137 N Shamrock Ave., Monrovia CA 91016

M. 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 VLB. 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.

N. 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.

O. Race-Day Weather and Course Conditions

A Board Member must be present to approve any decisions regarding 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) 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.b) 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 Section 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 do not 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 official run. However, if a meet is cancelled before all entrants have had the opportunity to make their first run, all race vehicles registered at the event, (see Section II.D. Registered Race Vehicles) at the time of cancellation will be awarded 25 recognition points. No other points will be awarded. Any records set prior to the cancellation of the meet and certified by impound will be officially recognized. If an entrant has set a record, completed impound, and the meet is cancelled, the entrant may reject the record 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 for such teams to accumulate points toward the team's season total.

2. Club Membership Change

In case of interclub 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. Season 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. Start line position is based on accrued points not Season Championship.

2. Points Accumulation for Season Champion

Point's accumulation during the season can only be combined toward the Season Championship 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

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 Championship.

3. *Season Championship Award*

Lifetime Memberships are awarded to the number one automobile and the number one motorcycle season champions each year. The automotive season champion and the motorcycle season champion will both receive life memberships for two persons. Their race vehicle will also appear on the following year's rulebook cover. To qualify for 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, use the same entry name and number and accumulate 563 or more points during the current season. 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 total club 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 that has less than three (3) entrants at a meet, are determined by adding the points of all such entrants. A race vehicle may only accumulate club points for one club during the racing season that will be designated by the first entry of said vehicle during the racing year.

E. Race Season

A complete race season is defined as having enough meets to have a Season Championship for both cars and motorcycles as defined in Section VIII.C.3 If there is not a complete race season, the lineup for the next race season shall be what was used in May of the incomplete season.

IX. AWARDS

Trophies are not awarded at all SCTA- BNI events. If it is determined by the SCTA Contest Board to give awards, they will be given to participants based on their points, participation, or accomplishments as described here and in Section VIII. of this procedure. Multiple awards may be combined on a single award at the highest point of receipt. Duplicate 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 trophy will be awarded to the overall fastest car and motorcycle of the season.

B. Records

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

C. Timing tags

An SCTA timing tag showing the fastest qualifying speed will be sent to all entries. Record-setting entries will receive a record timing tag showing the record speed.

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.

B. Entry Fee Refund

No refund of the entry fee will be given to any entrant after commencement of an “official meet.”

C. Infraction Investigations

All infractions of SCTA rules or procedures (regardless of whether a yellow or red infraction tag was issued or not) 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 3-week period from the date of the infraction or prior to the next SCTA 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 have proven to be responsible people who respect the lakebed. It is imperative that each one of us (both members and non-members alike) take the initiative to police our campsites and the surrounding areas. This will help ensure continued enjoyment of the privileges of racing at El Mirage.

APPENDIX A: SCTA CLUB DUTY ASSIGNMENTS – 2024
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Thursday	Place sign trailer from SCTA compound on BLM paved entrance road as called out in El Mirage Sign Trailer Procedure	High Desert
Saturday	Two return side cone trailers out from SCTA compound	Eliminators
Sat./Sun.	Pre-race RETURN side: To be completed before 7:00 a.m. Sunday <ol style="list-style-type: none"> 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 back door 	Eliminators
Sat./Sun	Place two sign trailers & four DANGER DO NOT ENTER signs from SCTA compound at exit of Emergency Run off Area as shown in El Mirage Sign Trailer Procedure	Sidewinders
Saturday	Timing Trailer - tow out from the SCTA compound	Gear Grinders
Sat./Sun.	Pre-Stage Trailer - tow out from the SCTA compound	Gear Grinders
Sat./Sun.	Pre-race – Timing trap - setup	Gear Grinders
Sat./Sun.	Pre-race – Pre-Stage - setup	Gear Grinders
Sunday	During race - Pre-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 - Pre-Stage 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 and 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 10:00 a.m.	LSR
Saturday	Sales trailer - tow out from SCTA compound	LSR
Saturday	Signs - Pit area speed limit – set out	LSR
Sat./Sun.	Pre and Post Race – Sets up/Tears down the North/South access road and Pre-stage lane area at the west end of the pits including stanchion markers.	LSR
Saturday	Fence trailer - tow out from SCTA compound	LSR
Sunday	Post-race - Pick up Pit area speed limit signs 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 7:00 a.m. <ol style="list-style-type: none"> 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 back door 	Milers
Sunday	During race - Starting Line Marshal – armband check	Milers
Sunday	Post-race - Tower side – from starting line to back door <ol style="list-style-type: none"> 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 banners 4. Pick up and store ¼ mile catchment area cones beyond back door 	Milers
Sunday	Post-race - Return the Tower side cone and banner to the SCTA compound	Milers
Sunday	Post-race - Balloons/weights – pick up after race and return to storage	Milers -TS Road Runners - RS

Sunday	Post-race RETURN side: 1. Pick up and store all inside return road cones 2. Pick up and store all cones that mark push truck return road 3. Pick up and store all ¼ mile catchment area cones beyond back door 4. Pick up and store end line banner from the return roadside of the course	Road Runners
Sunday	Post-race - Return the RETURN side cones and banner trailer to the SCTA compound	Road Runners
Sunday	Registration Trailer - return to storage	Chief Car Inspector (unless otherwise assigned)
Saturday	Race course - locate, measure, and mark	Rod Riders
Saturday	End-of-track Banners - set out timing traps before 7:00 a.m. Sunday	Rod Riders
Saturday	Patrol Cones - set out to mark patrol positions before 7:00 a.m. Sunday	Rod Riders
Sunday	Pre-race - Sweep course	Rod Riders
Sunday	Staff and operate Emergency Response Trailer	SCTA Board (Assigned Duty)
Saturday	Area for announcer's stand, sales trailer, and concession - mark area	SDRC
Saturday	Area for spectator viewing and warm-up look - mark area	SDRC
Saturday	Spectator Barrier - set up both sides of starting line	SDRC
Saturday	Starting Line Area - Staging lines – set up 5 coned 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 in place before 7:00 a.m. Sunday	Sidewinders
Sat./Sun.	Pre-race - Public address system – set up before 7:00 a.m. Sunday	Sidewinders
Sunday	During race - Timing slips distribution (hand out)	Sidewinders
Sunday	Post-race - Announcer's stand tear down and return to storage	Sidewinders
Sunday	Post-race – Sales trailer – return to SCTA compound	Sidewinders
Day Prior to Racing	Registration – Provide personnel	Super Fours
Sat./Sun.	Rookie Orientation – Provide primary and alternate personnel	Super Fours
Sat./Sun.	Provide alternate Certification Officer	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 for speed limit and safety – pick up and return to equipment trailer	Super Fours
Sunday	Post-race – collect three sign trailers, four DANGER DO NOT ENTER signs, and return them to the SCTA compound as per the SCTA EI Mirage Sign Trailer Procedure	LSR

APPENDIX B: PATROL POSITION AND COURSE WALK

<u>Patrol - 2024</u>				<u>Course Walk - 2024</u>	
Return 11	<i>HDR</i>	Tower 10	<i>Super Fours</i>	<u>From Start Line</u>	<u>From Back Door</u>
Return 9	<i>Road Runners</i>	Tower 8	<i>LSR</i>	Eliminators	Super Fours
Return 7	<i>Milers</i>	Tower 6	<i>Gold Coast</i>	Gear Grinders	Sidewinders
Return 5	<i>SDRC</i>	Tower 4	<i>Gear Grinders</i>	Gold Coast	SDRC
Return 3	<i>Rod Riders</i>	Tower 2	<i>Eliminators</i>	HDR	Rod Riders
Return 1	<i>Sidewinders</i>			Milers	Road Runners
				LSR	

Club positions remain the same throughout the year. First meet of each season, all Clubs move up one position (i.e. 1 to 2, 2 to 3, etc.)

APPENDIX C: ONGOING DUTIES

MAINTENANCE

Timing Trailer & Equipment	Gear Grinders
Emergency Response Trailer	Bill Lattin to Supervise
Pre-Stage Trailer	Gear Grinders
Equipment Trailer	LSR
Tower Side Cone Trailer	Milers
Return Side Cone Trailer	Road Runners
Fence Trailer	SDRC
Announcer Trailer	Sidewinders
Motorcycle Trailer	Sidewinders
Registration Trailer	Super Fours

COURSE PREPARATION – 2024

Saturday, May 11 th	SDRC, Super Fours
Saturday, June 1 st	Gear Grinders, Gold Coast
Saturday, July 6 th	LSR, Eliminators
Saturday, Sept. 7 th	Rod Riders, Road Runners
Saturday, Oct. 12 th	HDR, Milers
Saturday, Nov. 2 nd	SDRC, Super Fours
Mud Patrol as needed all year - High Desert Racers	

APPENDIX D: 2024 EL MIRAGE MOTORCYCLE MINIMUMS

Frame	Engine Displacement Class (cc)															
Class	50	100	125	175	250	350	500	650	750	1000	1350	1650	2000	3000	3001+	
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													185	195	200	
A-PBF	60	80	88	101	114	127	141	151	156	165		180		195	200	
A-PBG	56	75	83	95	108	120		144	149		167	173		188	193	
A-PF		70	77	89	102										186	
A-PG				83											180	
A-VBF		70	77	89	102	113	127	137	142	151	160	166	171	181	186	
A-VBG		65	72	83		107	120	129	134	144	153	159	164	175	180	
A-VF		60	67								146		158	168	173	
A-VG		56	62										151	161	166	
A-Ω																150
APS-BF		105		127			171						215	224	229	
APS-BG		98		120		148	163						208	217	222	
APS-F				127										210	215	
APS-G														202	207	
APS-PBF	64	86	94	107	121	134	148	158	163	172	181	187			207	
APS-PBG	60	80	88	101	114	127		151	156	165	174				200	
APS-PF		75	83	95	108			144	149							
APS-PG			77	89										181		
APS-VBF	56	75	83	95	108	120	134	144	149	158	167	173	178	188	193	
APS-VBG		70	77	89	102	113	127	137	142	151	160	166	171	181	186	
APS-VF		65	72		95	107			134	144	153	159	164	175	180	
APS-VG		60	67								146	152	158	168	173	
APS-Ω																

	50	100	125	175	250	350	500	650	750	1000	1350	1650	2000	3000	3001+	
M-BF	64	86	94	107	121	134	148		163				192	202		
M-BG	60		88	101	114	127	141						185	195		
M-F						127	133							195		
M-G							125							175		
M-PBF	52	70	77	89	102	113	127	137	142	151	160	166	171	181		
M-PBG	48	65	72	83	95				134	144	153	159	164	175		
M-PF		60	67	77						137	146	152	158	168		
M-PG				72				115			139			161		
M-VBF	44	60	67	77	89	100	113	122	127	137	146	152	158	168		
M-VBG	40	56	62	72	83	94	107	115	120	130	139	145	151	161		
M-VF			62	72	83	94		115		130		145	151	161		
M-VG			58	67	77	88	101			123		139	145	155		
M-Ω																130
MPS-BF	74	98		120	135	148	163		179				208	217		
MPS-BG	69	92		113	128	141	156		171				200	210		
MPS-F	70			113		141	147						185	195		
MPS-G	64			107		134	140						178	188		
MPS-PBF	60	80	88	101	114	127	141	151	156	165	174	180	185	195		
MPS-PBG	56	75	83	95	108		134	144	149	158	167	173	178	188		
MPS-PF	52	70	77	89			127	137	142	151	160	166	171	181		
MPS-PG	48	65	72	83			120			144	153	159	164	175		
MPS-VBF	52	70	77	89	102	113	127	137	142	151	160	166	171	181		
MPS-VBG	48	65	72	83	95	107	120	129	134	144	153	159	164	175		
MPS-VF		60	67	77	89	100		122	127	137	146	152	158	168		
MPS-VG			62	72	83	94	107		120	130	139	145	151	161		
MPS-Ω																140

	50	100	125	175	250	350	500	650	750	1000	1350	1650	2000	3000	3001+	
P-P				98			141						180	185		
P-PB	69	92	100	113	128	141	156	166	171	179	189	195	200	-		
P-PP		60	67	77	89	100		122			146	152	158	165		
P-PPB	56	75	83	95	108	120		144	162	165	174	180	185	-		
P-PV		51			76	87		108	113	122	131	138	144	-		
P-Ω																120
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	
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	
S-UF																207
S-UG																200
S-Ω																175
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	
SC-PBF	48	65	72	83	96	107	120	129	134	144		159		175	180	
SC-PBG	44	60	67	77	89		113	122		137		152		168	173	

	50	100	125	175	250	350	500	650	750	1000	1350	1650	2000	3000	3001+	
SC-PF		56	62	72	83	94			120						166	
SC-PG		52	58		77	88			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		48	53						107			132	138	148	153	
SC-VG		44	49						100				131	141	147	
SC-Ω																130
SCS-BF			100	113	128	141	156	160	171	179	189	195	200	210	215	
SCS-BG	64		94	107	121	134	148	158	163		181	187	192	202	207	
SCS-F				113	128	141						180	185	195	200	
SCS-G				107	121	134					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		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	
SCS-UF																195
SCS-UG																190
SCS-Ω																150

APPENDIX E: 2024 EL MIRAGE CAR MINIMUMS

Body	Engine	Entry	Speed
AIR	D	Minimum	175.00
BFALT	I	Minimum	130.00
BFALT	J	Minimum	120.00
BFCC	AA		
BFCC	A	Minimum	240.00
BFCC	I	Minimum	140.00
BFCC	XXF	Minimum	165.00
BFCC	XXO	Minimum	185.00
BFL	K	Minimum	140.00
BFL	XO	Minimum	210.00
BFL	XXF	Minimum	205.00
BFL	XXO	Minimum	210.00
BFMR	XO	Minimum	200.00
BFMR	XXO	Minimum	210.00
BFMR	V4	Minimum	180.00
BFR	G	Minimum	170.00
BFR	XO	Minimum	180.00
BFR	XXO	Minimum	190.00
BFR	V4	Minimum	170.00
BFS	K	Minimum	145.00
BFS	XO	Minimum	205.00
BFS	XXO	Minimum	215.00
BFS	V4F	Minimum	155.00
BGALT	H	Minimum	170.00
BGALT	I	Minimum	130.00
BGALT	J	Minimum	100.00
BGC	AA	Minimum	215.00
BGC	D	Minimum	200.00
BGC	E	Minimum	195.00
BGC	H	Minimum	160.00
BGC	I	Minimum	120.00
BGC	J	Minimum	105.00
BGC	XO	Minimum	155.00
BGC	XF	Minimum	145.00
BGC	XXF	Minimum	150.00
BGC	XXO	Minimum	160.00
BGCC	AA	Minimum	220.00
BGCC	A	Minimum	220.00
BGCC	I	Minimum	140.00
BGL	AA	Minimum	250.00
BGL	D	Minimum	215.00
BGL	XXO	Minimum	190.00
BGMR	AA	Minimum	225.00
BGMR	XXO	Minimum	180.00
BGR	XXO	Minimum	170.00
BGR	V4		

Body	Engine	Entry	Speed
BGS	V4F	Minimum	150.00
BGT	AA	Minimum	190.00
BGT	A	Minimum	185.00
BGT	E	Minimum	165.00
BGT	G	Minimum	145.00
BGT	H	Minimum	130.00
BGT	I	Minimum	120.00
BGT	J	Minimum	80.00
BSTR	XXO	Minimum	170.00
BSTR	V4	Minimum	150.00
BVFALT	XF	Minimum	155.00
BVFALT	V4	Minimum	155.00
BVFCC	V4	Minimum	160.00
BVFCC	V4F	Minimum	115.00
BVGALT	XF	Minimum	145.00
BVGALT	V4	Minimum	150.00
BVGC	XF	Minimum	135.00
BVGC	V4	Minimum	120.00
BVGCC	V4	Minimum	145.00
BVGCC	V4F	Minimum	105.00
DT	D	Minimum	120.00
FALT	A	Minimum	215.00
FALT	B	Minimum	210.00
FALT	D	Minimum	200.00
FALT	E	Minimum	195.00
FALT	H	Minimum	160.00
FALT	I	Minimum	140.00
FCC	A	Minimum	235.00
FL	AA	Minimum	270.00
FL	A	Minimum	260.00
FL	V4F	Minimum	140.00
FMR	AA	Minimum	250.00
FMR	G	Minimum	160.00
FS	V4F	Minimum	150.00
GALT	D	Minimum	200.00
GALT	E	Minimum	195.00
GALT	H	Minimum	145.00
GALT	I	Minimum	135.00
GC	D	Minimum	195.00
GC	E	Minimum	190.00
GC	H	Minimum	140.00
GCC	XO	Minimum	160.00
GR	AA	Minimum	210.00
GS	V4F	Minimum	145.00
GT	AA	Minimum	210.00

Body	Engine	Entry	Speed	Body	Engine	Entry	Speed
BGS	AA	Minimum	240.00	GT	A	Minimum	205.00
BGS	XXO	Minimum	200.00	GT	C	Minimum	190.00
GT	J	Minimum	70.00	BFMS	AA	Minimum	240.00
BGMP	AA	Minimum	200.00	BFMS	A	Minimum	235.00
BGMP	A	Minimum	195.00	BFMS	C	Minimum	225.00
BGMP	B	Minimum	190.00	BFMS	D	Minimum	220.00
BGMP	C	Minimum	185.00	BFMS	E	Minimum	210.00
BGMP	D	Minimum	180.00	BFMS	G	Minimum	175.00
BGMP	E	Minimum	170.00	BFMS	I	Minimum	155.00
BGMP	XF	Minimum	130.00	BFMS	J	Minimum	145.00
BGMP	XXF	Minimum	145.00	BGMS	E	Minimum	200.00
BGMP	XXO	Minimum	145.00	BGMS	J	Minimum	142.00
BGMMP	C	Minimum	200.00	FMS	AA	Minimum	235.00
BGMMP	D	Minimum	195.00	FMS	A	Minimum	230.00
BGMMP	E	Minimum	190.00	FMS	D	Minimum	210.00
BGMMP	H			FMS	E	Minimum	195.00
BGMMP	I	Minimum	115.00	FMS	F	Minimum	170.00
P/MP	H	Minimum	100.00	FMS	G	Minimum	155.00
P/MP	I	Minimum	90.00	FMS	J	Minimum	135.00
GMMP	I	Minimum	100.00	GMS	AA	Minimum	220.00
GMP	AA	Minimum	185.00	GMS	A	Minimum	215.00
GMP	E	Minimum	140.00	GMS	J	Minimum	128.00
GMP	XO	Minimum	115.00	CBFALT	F	Minimum	190.00
GMP	XXF	Minimum	120.00	CBFALT	G	Minimum	170.00
GMP	XXO	Minimum	120.00	CBFALT	H	Minimum	155.00
MVOT	M	Minimum	120.00	CBFALT	I	Minimum	130.00
PRO	AA	Minimum	215.00	CBFALT	J	Minimum	115.00
PRO	A	Minimum	210.00	CBGALT	D	Minimum	200.00
PRO	B	Minimum	205.00	CBGALT	E	Minimum	190.00
PRO	H	Minimum	140.00	CBGALT	F	Minimum	180.00
PRO	I	Minimum	125.00	CBGALT	G	Minimum	160.00
PRO	XXF	Minimum	130.00	CBGALT	I	Minimum	125.00
PS	B	Minimum	220.00	CBGALT	J	Minimum	110.00
PS	C	Minimum	215.00	CBGC	E	Minimum	190.00
PS	I	Minimum	125.00	CBGC	F	Minimum	175.00
PS	J	Minimum	80.00	CBGC	G	Minimum	150.00
STR	XO	Minimum	155.00	CBGC	I	Minimum	110.00
STR	XXF	Minimum	150.00	CBGC	J	Minimum	100.00
UDT	U	Minimum	160.00	CFALT	AA	Minimum	220.00
VFALT	XF	Minimum	140.00	CFALT	F	Minimum	180.00
DS	AA	Minimum	220.00	CFALT	G	Minimum	160.00
DS	A	Minimum	210.00	CFALT	H	Minimum	150.00
DS	C	Minimum	190.00	CFALT	J	Minimum	112.00
DS	D	Minimum	180.00	CGALT	AA	Minimum	220.00
DS	E	Minimum	170.00	CGALT	F	Minimum	155.00
DS	F	Minimum	160.00	CGALT	G	Minimum	145.00
DS	G	Minimum	150.00	CGALT	J	Minimum	108.00
DS	H	Minimum	140.00	CGC	G	Minimum	146.00
DS	I	Minimum	130.00	CGC	J	Minimum	109.00
DS	J	Minimum	120.00	CPRO	A	Minimum	200.00

Body	Engine	Entry	Speed
CPRO	G	Minimum	140.00
CPRO	J	Minimum	90.00
CPS	C	Minimum	170.00
CPS	E	Minimum	170.00
CPS	F	Minimum	160.00
BFRMR	AA	Minimum	260.00
BFRMR	A	Minimum	250.00
BFRMR	D	Minimum	220.00
BFRMR	E	Minimum	205.00
BFRMR	G	Minimum	170.00
BFRMR	XO	Minimum	200.00
BFRMR	XF	Minimum	180.00
BFRMR	XXF	Minimum	210.00
BFRMR	XXO	Minimum	210.00
BFRMR	V4F	Minimum	140.00
FRMR	AA	Minimum	250.00
FRMR	A	Minimum	240.00
FRMR	B	Minimum	230.00
FRMR	XO	Minimum	180.00
FRMR	XF	Minimum	170.00
FRMR	XXF	Minimum	190.00
FRMR	XXO	Minimum	190.00
FRMR	V4F	Minimum	130.00
BGRMR	AA	Minimum	230.00
BGRMR	A	Minimum	220.00
BGRMR	E	Minimum	185.00
BGRMR	XO	Minimum	160.00
BGRMR	XXF	Minimum	170.00
BGRMR	XXO	Minimum	180.00
BGRMR	V4F	Minimum	130.00
GRMR	XO	Minimum	155.00
GRMR	XF	Minimum	150.00
GRMR	XXF	Minimum	170.00
GRMR	XXO	Minimum	170.00
GRMR	V4	Minimum	150.00
GRMR	V4F	Minimum	125.00
MGT	B	Minimum	200.00
MGT	D	Minimum	180.00
MGT	E	Minimum	165.00
MGT	F	Minimum	155.00
MGT	G	Minimum	145.00
MGT	H	Minimum	135.00
MGT	I	Minimum	120.00
MGT	J	Minimum	95.00
BMGT	AA	Minimum	210.00
BMGT	A	Minimum	205.00
BMGT	B	Minimum	200.00
BMGT	C	Minimum	200.00

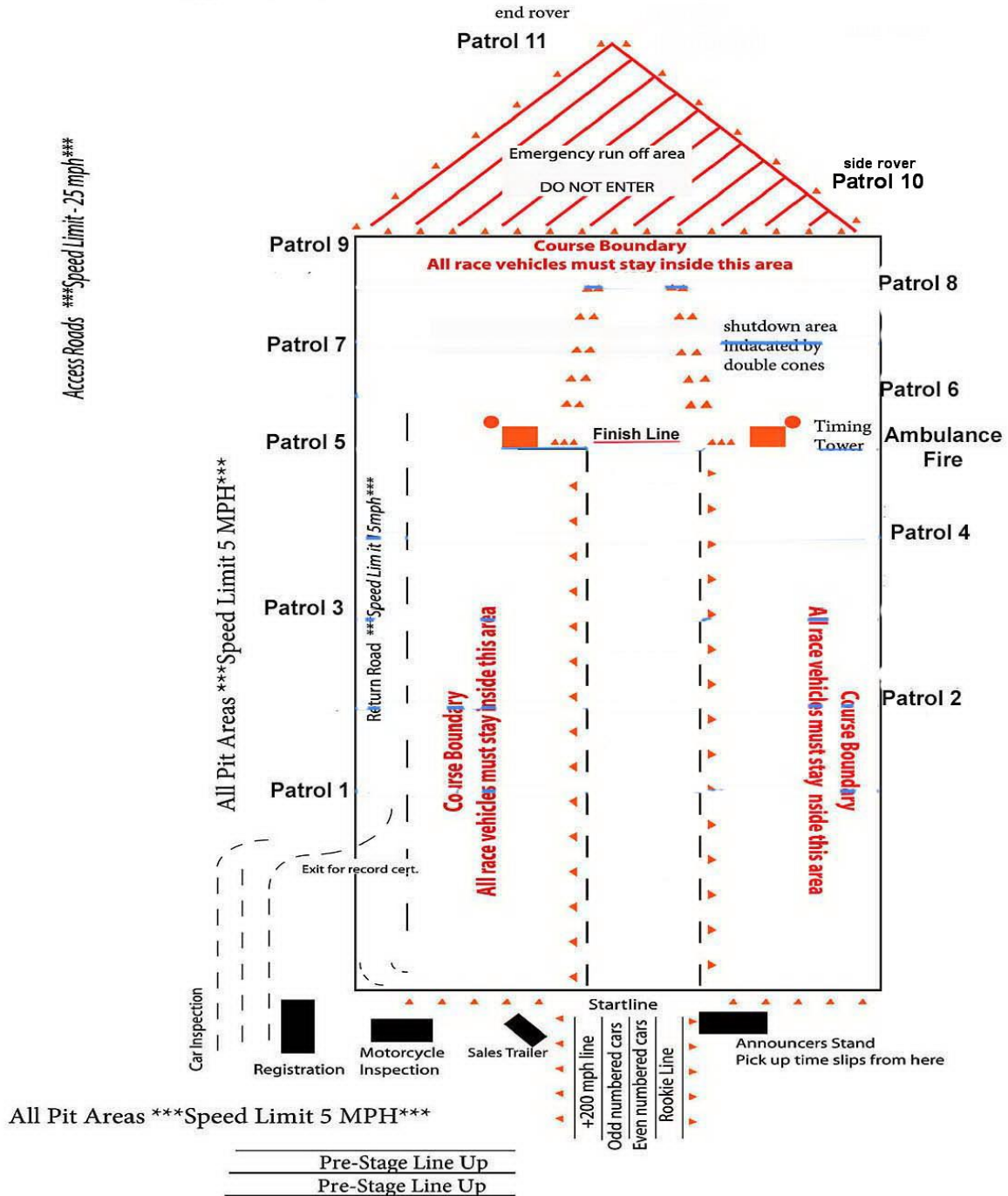
Body	Engine	Entry	Speed
BMGT	D	Minimum	198.00
BMGT	E	Minimum	175.00
BMGT	F	Minimum	170.00
BMGT	G	Minimum	155.00
BMGT	H	Minimum	140.00
BMGT	I	Minimum	128.00
BMGT	J	Minimum	100.00
BFMP	AA	Minimum	215.00
BFMP	A	Minimum	205.00
BFMP	B	Minimum	190.00
BFMP	C	Minimum	185.00
BFMP	D	Minimum	180.00
BFMP	E	Minimum	170.00
BFMP	XO	Minimum	140.00
BFMP	XF	Minimum	140.00
BFMP	XXF	Minimum	155.00
BFMMP	C	Minimum	210.00
BFMMP	D	Minimum	205.00
BFMMP	E	Minimum	200.00
BFMMP	F	Minimum	190.00
BFMMP	G	Minimum	180.00
BFMMP	H	Minimum	140.00
BFMMP	I	Minimum	125.00
FMMP	C	Minimum	200.00
FMMP	D	Minimum	195.00
FMMP	E	Minimum	190.00
FMMP	F	Minimum	170.00
FMMP	G	Minimum	160.00
FMMP	H	Minimum	130.00
FMMP	I	Minimum	115.00
FMP	AA	Minimum	200.00
FMP	A	Minimum	190.00
FMP	B	Minimum	175.00
FMP	C	Minimum	170.00
FMP	D	Minimum	165.00
FMP	E	Minimum	160.00
FMP	XO	Minimum	130.00
FMP	XF	Minimum	135.00
FMP	XXF	Minimum	135.00
FMP	XXO	Minimum	135.00
EVS	1	Minimum	140.00
EVS	2	Minimum	190.00
EVS	3	Minimum	205.00
EVL	3	Minimum	195.00

EVPRO	EM	Minimum	190.00
EVGC	EM	Minimum	195.00
EVALT	EM	Minimum	200.00
EVGT	EM	Minimum	205.00
EVMGT	EM	Minimum	210.00
EVMS	EM	Minimum	235.00

EVPP	EM	Minimum	155.00
EVMP	EM	Minimum	160.00
EVMPMP	EM	Minimum	155.00
EVMMP	EM	Minimum	165.00

APPENDIX F: EL MIRAGE COURSE MAP

El Mirage course



APPENDIX G: SIGN TRAILER PLACEMENT MAP

Sign Trailer Placement Map

