June 2023 Straight Away News

It is less than two months to go before we are putting cones on the salt for the 75th Annual SpeedWeek. All the permits are in place and the volunteers are ready to go. We can’t wait to see you all again!

The Pre-Trip team will be heading to the salt later this month/early July to start prepping the courses. We’ve decided to have two courses this year. Course #1 will be the Long Course and Course #2 will be the Short Course & the Rookie Course.

Bonneville got a lot of rain this year, so we are all praying for dry, hot & windy weather these next few months. The salt needs time to dry completely. As time goes on, we will post updates via Facebook, Instagram, and the website. There will also be information posted during the pre-trip so everyone can see the condition of the salt.

The BNI has decided to extend the online Pre-Entry date from the original June 1st deadline to June 10th to allow the racers a little more time to enter. These entries must be processed online, and the office will not be accepting any mail in entries. If you need any help processing your online entry, please feel free to contact me anytime for assistance. My contact information is on the website.

There will be a new Emergency Fire Team at SpeedWeek this year, Advance Fire & Rescue. All of you El Mirage racers are familiar with Advanced Fire who have been working our events on the dirt for some time now. Craig and his team are knowledgeable and have been working all different types of race events throughout the United States for years. VP Racing Fuels will be onsite supplying our Official fuel again this year. Goodyear Tires will also be on the salt to assist you with any tire issues you may have. Enola Gay will be our food vendor again this year and has switched up the menu to give us some more variety. Please stop by our vendor area and check out all the different vendors.

Along with this letter you will find the following information attached:

- Link to the Online SpeedWeek Pre-Entry
- Link to the Online SpeedWeek Driver/Rider Medical Form
- Link to the Online BNI Membership Form
- 2023 SpeedWeek Information Sheet
- 2023 SpeedWeek Schedule
- 2023 BLM Stipulations
- 2023 SpeedWeek Map
- 2023 SpeedWeek Fuel List

Yours in Racing,

Heather Black
BNI Chairman
BONNEVILLE NATIONALS SPEEDWEEK
Schedule of Events – August 5-11, 2023
(TIMES SHOWN ARE MOUNTAIN TIME---Utah)

THURSDAY, AUGUST 3
7:00 a.m. – Pits open for Set-up
10:00 a.m. – Fuel Truck Opens
10:00 a.m. to 5:00 p.m. - Inspection and Registration
8:00 p.m. – Salt Closed

FRIDAY, AUGUST 4
7:00 a.m. – Pits open for Set-up
9:00 a.m. – Fuel Truck Opens
8:00 a.m. to 5:00 p.m. – Inspection and Registration
8:00 p.m. Salt Closed

SATURDAY, AUGUST 5
6:30 a.m. Salt opens; Line-up Open
8:00 a.m. Course Stewards Meeting at Timing Tower
8:00 a.m. – 5:00 p.m. Inspection and Registration
9:00 a.m. – MANDATORY Drivers Meeting
(ALL DRIVER/RIDERS MUST ATTEND)
Located at Course 1-2 Starting line.
Rookie Orientation to Follow Drivers Meeting
(ALL NEW RIDERS/DRIVERS MUST ATTEND)
Located at Course 1-2 Starting line.
10:00 a.m. (+/-) Racing Begins!
5:30 p.m. – Racing Ends
8:00 p.m. Salt Closed

SUNDAY THRU THURSDAY, AUGUST 6-10
6:30 a.m. Salt Opens (Upon arrival of Impound Monitor)
7:30 a.m. Record Return Runs on all courses
Qualifying starts on All Courses Immediately after Record Runs
8:00 a.m. – 5:00 p.m. Inspection and Registration
5:30 p.m. – Racing ends
8:00 p.m. Salt Closed

FRIDAY, AUGUST 11 (Or on Last Day of Racing)
6:30 a.m. – Salt Opens (Upon arrival of Impound Monitor)
7:30 a.m. Record Return Runs on all courses
8:00 a.m. – Noon (+/-) Registration and Inspection
Qualifying starts on All Courses Immediately after morning Record Runs and
ENDS at 11:00 a.m., the final day of racing.
All Record Return runs will be later the same day with a short turnaround.
“VP Official SCTA-BNI Fuel @SpeedWeek”

These are the only “Event Gasoline” Fuels for record attempts at SpeedWeek, you must use one of the event supplied fuels listed below.

**VP C10**
We design VP C10 as the best non-oxygenated unleaded racing fuel on the market. To begin with, it does not contain any metal compounds and will not harm catalytic converters or oxygen sensors.

**VP C12**
The best all-around racing fuel ever made. Recommended for compression ratios up to 15:1, satisfying the needs of 75% of today’s automotive race engines. One of the winningest fuels in racing history, C12 has been the preferred fuel for drag, circle track, and road racers in North America and around the world. C12 is also the best all-around two stroke fuel. Works great in vintage air cooled two strokes as well as new engines.

**VP C14**
Recommended for high RPM engines with ultra-high compression ratios over 14:1. Spec fuel for NMRA and NMCA and dominant fuel in NHRA Championship racing for decades.

**VP C16**
Established a performance standard that still exists today for use in turbocharged engines, supercharged engines, and nitrous applications with CRs up to 17:1. C16 is one of VP’s most popular blends.

**VP C25**
Recommended for normally aspirated engines up to 17:1 and Pro Mod EFI nitrous engines. VPC25 has a historic track record in NHRA Pro Stock Car, Bike, Comp Eliminator, and Pro Mod classes.

**VP 110**
Reflecting the consistent quality racers rely on from VP products, there is nothing standard about these 110 blends. Formulated for use in naturally aspirated engines with compression ratios up to 12:1.

**VP MS100**
Professional grade 100 octane unleaded blend for all forms of motorsports. Spec fuel for IMSA sports car racing in North America.

**X14**
Is a non-oxygenated, leaded fuel, which exhibits less heat sensitivity than most fuels. Used in Big Bracket racing and NHRA Super Comp and Super Gas.

**VP MR12**
We designed MR12 to make maximum power in four stroke dirt or street bikes with stock or mild modifications. In fact, this is VP’s best fuel yet for 4-stroke applications that can tolerate lower octane values.
No Person Shall...

1. Discharge firearms, fireworks or other dangerous weapons.
2. Camp or overnight. Speedweek event is day use only and closes at 8pm.
3. Operate and/or land a fixed wing aircraft.
4. Possess any glass containers outside of enclosed vehicles, camp trailers or tents.
5. Ignite a fire or any accelerant including, but not limited to potentially hazardous materials, gasoline, oil, plastic, or magnesium.
6. Operate a motor vehicle in excess of the posted speed limit within the SRMA. Where there is no posted speed limit the speed limit is 45. No Reckless Operation of a motor vehicle. All vehicles must follow directional traffic signage.
7. Operate a motor vehicle in excess of 15 M.P.H within 50 feet of people, animals, or vehicles.
8. Operate a motor vehicle in a manner to squeal, skid, or break free of roadway or salt.
9. Operate or use any noise producing device, or motorized equipment between the hours of 10 p.m. and 6 a.m. in a manner that makes unreasonable noise that disturbs other visitors.
10. Bring an animal (unless it is a working animal) into the area unless the animal is on a leash not longer than 6 feet and secured to a fixed object or under control of a person or is otherwise physically restricted at all times.
11. Purchase, possess or consume any alcoholic beverages while under the age of 21.
   a) Misrepresent their age for the purposes of purchasing alcoholic beverages.
   b) Consume an alcoholic beverage while operating a motor vehicle, as a passenger in or on a motor vehicle, whether the vehicle is moving, stopped, or parked.
   c) Keep, carry, possess, transport, or allow another to keep, carry, possess or transport in the passenger compartment of a motor vehicle, when the vehicle is within the SRMA, any container which contains an alcoholic beverage that the seal has been broken, or the contents of the container has been partially consumed.
12. Allow another person to violate the State of Utah’s Off Highway Vehicle (OHV) statutes, to include, but not limited to:
   a) Operating an OHV without a current UT OHV registration, temporary UT OHV registration or reciprocal state registration for out of state vehicles.
   b) Operate an OHV without wearing a safety helmet while under the age of 18.
   c) Operate an OHV under the age of 16, or without a valid driver’s license from the state that person currently resides, without direct supervision of an adult (of 18 years of age or older). Direct supervision includes being within 300 feet of the person operating the OHV and being able to maintain visual and audio contact with the operator.

*** All Motorized Vehicles MUST Follow Directional Signs ***

For more information visit our websites:
http://www.blm.gov/ut
http://www.scta-bni.org
SPEEDWEEK 2023 INFORMATION

This information is provided to help make your SpeedWeek experience fun, successful and safe. All drivers, crew members, and spectators are encouraged to review this information and ask questions of any race official if you are in doubt.

NOTE: ALL TIMES ARE UTAH (Mountain) TIME - Change your watches when you arrive in town!

ARMBANDS - All participants (drivers and crew) must sign release and wear appropriate participant armbands to be permitted on any part of the racecourse, staging area or return roads. The bands are available in the registration / tech area. All drivers must have a special driver’s armband and must submit a current medical information form to receive the band.

COURSES/TIMING SLIPS - At the time of publication, we cannot be sure how many or where the courses will be. We hope to have two courses available if Mother Nature cooperates in August. Course layout information, return roads, starting lines, timing traps and timing slip stand information will be available as a separate handout at the event. Have yours in hand at the driver’s meeting and during the event to find your way around. Each course will be assigned a CB Channel Number to reach crews in case of emergency. The Channel number will be posted at each course’s starting line.

RECORDS - A “Record” requires that the race vehicle pass over the same relative or physical miles two times, and the average speed of the two passes exceed the current record. NOTE: At this event, the first segment of a record attempt will be a regular “Qualifying” run during the day. If the speed achieved exceeds the existing record, the vehicle is then “Qualified” to make the second segment at 7:30 a.m. the next morning (Utah time). The second segment will be run over the same timed mile/s in the same direction, depending on course conditions. It will be announced at the driver / crew meeting.

GASOLINE - The event gasoline is VP, and it must be used by all participants running in gas classes for all segments of all record runs. Vehicles shall arrive at the fuel truck empty, and all fuel tanks will be checked at impound and at random points along return roads. Please cooperate with officials. Vehicles arriving in impound with unsealed tanks will be disqualified.

IMPOUND - The impound area is in the pits adjacent to where the technical inspections are conducted. If any vehicle has qualified to make the second segment of a record run the next morning by exceeding the existing record, the vehicle and timing slip MUST be taken directly to the impound area within one hour of the qualification run. Check in to impound, by presenting your timing slip to the impound officer, who will note your arrival time and attach the slip to a “Record Certification Card.” There is a time limit of up to four hours for working on your race vehicle while in the impound area. However, the work done must comply with the current rules. Your time limit begins when you check in. If the race vehicle successfully sets a record because of a second segment performance (morning run), it must be taken within one hour to the certification area (at the technical inspection lanes) for engine measurement, body certification and record certification. Give the certification officer your timing slip to note the arrival time and speeds.

PIT AREA - Only vehicles with an official “Crew” pass on the windshield are allowed in the pit area and on course access roads. “Go Karts” and other such vehicles are prohibited in the pits. Anyone driving in the pit area must be a licensed driver. Do not allow your children to ride around in the pits. Vending of any merchandise other than your own entry T-shirt is by previously approved permit only. You may sign up to sell merchandise in the “Vendor Area,” contact Registration.
EMERGENCIES - If a driver remains on the course, or turns towards the depicted course “Emergency Area,” it will be assumed by race officials that there is a problem. Emergency personnel will render immediate assistance. If a driver thinks the vehicle has left parts on the course (blown engine, tire failure, etc.) he/she should turn into the emergency area and immediately notify officials. This is the only way we know to stop vehicles and sweep the course before another race vehicle is released.

DRIVER’S MEETING - All drivers and crew members must attend an event briefing at 9:00 a.m. on Saturday, adjacent to the starting lines between Course 1 and 2. Rookie driver and crew orientation will immediately follow on the designated course. Rookies and crew MUST bring a vehicle with a CB Radio for Rookie Orientation. Race vehicles may proceed to staging lanes anytime on Saturday.

NEW DRIVERS - Any driver/rider who has not officially driven a race vehicle on the salt at a sanctioned SCTA event is a Rookie Driver. Both the driver or rider and support crew must participate in the formal orientation program before making their first run. Rookie Orientation is at 11:30 a.m. daily (except opening day Saturday) in the Tech area. All push trucks are required to have a fire extinguisher and working CB Radio to maintain communication with the control tower.

BLM STIPULATIONS - Included in this packet is a one-page summary of BLM Stipulations. Please take the time to read them and become familiar with what you can and cannot do on the salt or surrounding areas.

SPEED - The speed limit on the access road is 45mph, return roads is 45mph, and in congested areas, 25mph. The speed limit in the pit area is SLOW - 5mph. Failure to comply will generate unwelcome attention from race officials towards your entry.

STAGING - Race vehicles may be left in the staging lanes overnight to retain position in line, unless otherwise instructed.

FLUIDS - A plastic tarp must be placed under each race vehicle in the pit stall to prevent leakage onto the salt. It is each entrant’s responsibility to see that all fluids other than clear water are placed in a suitable container and taken from the salt. There are provisions for dumping oil and antifreeze at the Safety Kleen truck in the Vendor area adjacent to the Impound area. Anyone dumping oil into toilets will be barred from racing and ejected from the event.

PARKING - Please obey the signs and Do Not Park in the technical inspection area or in front of the sales trailer. After you have completed your inspection, take your race vehicle to your pit, and return to complete the registration process.

NOTE: For safety, it is required that a driver or rider be in/upon all race vehicles when the engine is running.

PITS CLOSE - The Pits Close at 8:00 p.m. each night. Please cooperate with officials and be gone by 8:00 p.m. Please be part of the solution, not part of the problem.

Your SCTA/BNI Board has spent countless hours working and planning to improve the event’s operation so that you may have a more rewarding, effective, and enjoyable SpeedWeek with the maximum number of runs for all competitors. Nobody likes waiting in long lines in the hot sun. You can help by being aware of and following the course rules, by keeping your support crews up to date on the return roads, by being ready at the starting line, by clearing the course quickly and effectively, and by keeping your CB turned up and the CB channels clear for critical communications. Please keep track of your microphone. We always lose valuable time switching between CB channels to get around someone who has their mike accidentally keyed down.

HAVE A GREAT TIME and please do not hesitate to ask for help.