
GENERAL COMPETITION REQUIREMENTS

VEHICLE SAFETY

The primary responsibility for the safe condition and operation of a vehicle in compliance with all applicable rules and regulations rests with the vehicle's owner and driver. The main concern of the LTA is to provide a place to conduct events. The LTA produces guidelines based on experience and circulates valid information to help perpetuate the sport. Close observance of the minimum standards set forth in this rule book is an important fundamental.

1.A TECHNICAL AND SAFETY INSPECTION:

All inspections will be made using the current year LTA rule book.

No competitor will be required to modify or change any component or feature of a competition vehicle without direct citation of the relevant rule and a clear description of the specific infraction from the rule book. In the event of a dispute between the inspector and the competitor the issue shall be referred to the Chief Inspector.

Each participating vehicle (regardless of class) shall completely and satisfactorily pass Technical Inspection before any runs will be allowed. Cars competing at over 175MPH will be inspected by 2 inspectors and over 200MPH by 3 inspectors. Motorcycles competing at over 150MPH will be inspected by 2 inspectors and over 175MPH by 3 inspectors.

1.A.1 Log Book:

AN LTA VEHICLE LOG BOOK AND INSPECTION FORM SHALL BE PRESENTED FOR ALL TECHNICAL INSPECTIONS. The competitor for each event must complete the "Event Record" section of log book. The "Record of Vehicle Ownership" at the front of the logbook must be completely filled out. The line entitled "Type of Vehicle" must include the make, model and year of the vehicle being raced. (Altered Category will list engine manufacturer and frame builder.) A vehicle cannot be declared to be different than the make, model and year as listed. Race vehicles, components or equipment will not be considered approved or compliant by virtue of having passed technical inspection at any prior time, **or at any other venue.**

1.A.2 Vehicle Preparedness For Inspection:

Where applicable, vehicles may be inspected with body panels off and on to verify the driver can reach all levers, switches, etc., with the body in place. VEHICLES PRESENTED FOR INSPECTION SHALL BE IN RACE READY CONDITION, I.E. RACE TIRES, SEAT BELTS, PARACHUTES, FIRE BOTTLES, ETC. INSTALLED. All technical inspections shall be made with the primary driver and all alternate drivers intending to operate the vehicle in attendance. LIMB RESTRAINT SYSTEMS EFFECTIVENESS SHALL BE DEMONSTRATED. All vehicle technical inspections will be based on existing class record or the next higher class where a record exists.

1.A.3 SAFETY EQUIPMENT:

Additional safety equipment or safety enhancing equipment is always permitted. The levels of safety equipment stated in the rule book are the MINIMUM prescribed levels for particular competition class and do not prohibit the use of additional safety equipment. Participants are encouraged to investigate the utilization of additional safety devices for their application to

the competition class entered. In the case of a dispute as to whether an item is safety-enhancing or performance-enhancing, the final decision will rest with the LTA race director.

1.A.4 Unsafe Vehicles:

Vehicles exhibiting poor handling (such as spins, weaving, bobbing, fire, etc.) on the course must be re-inspected and may be barred from further competition at the discretion of the board. All vehicles to be re-inspected must be presented to the inspection area. Decisions by the Board are final.

1.A.5 Retention of Vehicle and/or Parts:

The participant hereby grants LTA and its assigns the full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, or any other item used in conjunction with participation owned by or in the possession of participant, including such vehicles, parts of vehicles, equipment or any other items which have been involved in accidents when LTA determines in its sole and absolute discretion that such actions are necessary to the investigation of an accident, the inspection or testing of such vehicles, parts or equipment, or for any other purpose.

1.A.6 Course Damage:

Any race vehicle or component thereof that could or has demonstrated a tendency to damage the race course may be barred until the vehicle or component is determined to be acceptable by the Chief Tech. Inspector.

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1.B CLASSIFICATION:

It is the responsibility of the owner and/or driver to enter a vehicle in its proper class. THE VEHICLE MUST MEET ALL CLASS REQUIREMENTS TO BE LEGAL FOR COMPETITION. ONCE A VEHICLE HAS LEFT THE STARTING LINE, THE CLASSIFICATION INFORMATION OR ENTRY NAME WILL NOT BE CHANGED **UNLESS BY PROTEST. To ensure the accuracy of records, any vehicle is also subject to class verification and possible change by the Board at any time.**

If an appropriate class exists, a vehicle must run in that class. Any vehicle which is not legal for any class but meets all technical regulations, **or any team that makes a special request to do so**, will run in Time Only (T/O).

All entrants running in Classic, Modified and Production classes must have pictures of the car as produced with their Log Book for certification purposes.

1.B.1 Running Up In Class: (LTA & ECTA ONLY)

VEHICLES MAY RUN FOR RECORDS IN HIGHER ENGINE DISPLACEMENTS AND/OR BLOWN CATEGORIES THAN THEIR VEHICLE IS EQUIPPED WITH. CHANGES MUST BE MADE WITH REGISTRATION.

1.B.1 Class Changes:

All class changes require documentation to be completed at registration.

There is a \$50 fee for class changes.

There is no fee for returning to a previously run class during the same meet.

The change must be made with registration prior to making the run.

Your vehicle must always indicate the class you are currently running in.

1.B.2 Driver Changes:

All driver changes must be made at registration prior to the new driver taking their pass. There is a \$50 fee for a driver change.

1.C STARTER:

An official starter and starting steward will be appointed by the Board and will have the authority to bar a vehicle from the course even though it has passed inspection. Such action may be appealed to the Board or race director, which has the power to overrule the starter.

1.D WEATHER:

The Board assumes no responsibility whatsoever for delay, postponement, and cancellation of all or any part of an event because of inclement weather, course conditions, and/or any other reason. Race officials may close the race course in whole or in part when the wind velocity at any point exceeds 15 MPH or any other adverse condition arises. **Failure to cancel your entry at least 2 weeks prior to the event will result in forfeiture of r entry fee.**

1.E COURSE:

The overall straight-away course, conditions permitting will be a maximum distance of 2.70 miles. Vehicles will be timed at the 1.50 mile point.

1.F RESERVED

1.G RECORD CERTIFICATION:

All record breaking vehicles must report immediately after their completed record run to impound to be inspected by an appointed official for compliance with class, engine displacement, and technical requirements. If for any reason a vehicle does not report directly to impound, or is removed from the impound area prior to inspection, the record is forfeited and the vehicle must re-qualify.

1.H ENGINE CERTIFICATION:

At the request of a race team, the LTA will certify the engine displacement of a vehicle and indicate so in the record book. Following initial measurement and certification of the engine, a wire seal **provided by the entrant** will be attached to the engine so that the engine need not be disassembled in the event additional records are set. The entrant is required to supply all tools needed to make the measurement. Pre-measured engine seals shall be good for one year.

1.I PROTESTS:

1.I.1 Record Holding and Reversal:

After a new record has been established and there is a question as to the legality of the vehicle the Board of Directors has the authority to place the record on hold or reverse the record. All protests must be made **to the LTA Race Director or Chief Technical Inspectors.**

1.I.2 Protest Time Period:

All protest must be made prior to the close of the event and must provide tangible proof of a rule or class violation. Protest forms will be available at the registration area. If a protest is properly filed with the LTA, the Board will rule on the protest within 30 days. If the protest is upheld, the vehicle may not compete within the same class until modifications are made to bring the vehicle into class compliance.

1.I.3 Engine Displacement Protests:

Engine displacement measurement may be made at the discretion of the LTA or by protest. All engine protests require a fee of \$100.00 that is refundable if

the protest is upheld or forfeit to the LTA if the protest is denied. All costs associated with measurement shall be to the protesting party if the protest is denied and to the offending party if the protest is upheld. The entrant **or protesting party** shall provide any tooling required to measure an engine. The Board will inspect tools for accuracy. Any engine that cannot be measured using an air pump or special tools will require disassembly for direct measurement of cubic inch displacement.

1.I.4 Deviation:

Any deviation from the protest procedure may be considered at the discretion of the board, but may be ruled invalid due the inability to verify (a picture of a bike with fairings attached does not provide evidence that the motorcycle's "naked" record is invalid.)

1.J RESERVED:

1.L PARTICIPANT CONDUCT:

1.L.1 Sober Operation:

Any participant who shows any signs of intoxication **or drug use** will be barred immediately from that event. Additional penalties may be imposed.

1.L.2 Operating Safety:

Using the race course before, during or after a meet without authorization is prohibited. In addition, driving/riding a competition vehicle under power on the return road over 35 MPH is strictly prohibited. Any reckless conduct by a race participant, i.e., doing warm-up passes without helmet or other required equipment or outside the designated warm-up area, more than one occupant in a race vehicle, failing to use a parachute at the end of a run or powering beyond the finish line will be referred to the LTA Race Committee for such action as is deemed fit.

1.L.3 Unsportsmanlike Conduct:

Any display of unsportsmanlike conduct or disregard of rules and policies by an entrant towards an official, another competitor, or a spectator will result in disciplinary action.

1.L.4 Chase/Push Vehicles:

Push trucks and chase vehicles must be manned and leave the starting area immediately following the vehicle they are recovering with lights on and must be capable of traveling at 65mph. If the chase vehicle is not able to reach highway speed they must exit the starting area immediately to the left and return through the pits to recover their vehicle. Chase vehicles are to exit the course at the first turn out. Riding in the back of open pick-up trucks or racing vehicles down the return road is prohibited.

A FIRE EXTINGUISHER AND AN OPERATIONAL CB RADIO SHALL BE IN USE IN ALL PUSH TRUCKS/RECOVERY/SUPPORT VEHICLES.

1.L.5 Pit Area:

Pit areas to be left exactly as found. Any defacing of track/airport property or LTA property will not be tolerated. Anyone found to have done so will be subject to disciplinary action up to and including monetary restitution and/or suspension or termination of race privileges. All decisions made by LTA Board and/or LDA with regard to damages are final and all participants, volunteers, pit crew agree to abide to these decisions without reservation.

Furthermore, any damage to the track, pit area, grounds, runway lights, or timing equipment caused by a race vehicle, component thereof, or race team, will be the sole obligation of the registered racer deemed responsible for said damage. Charges will be on an actual cost basis.

1.M DRIVER REQUIREMENTS AND LICENSING:

- A: All drivers/riders shall have a valid State or military issued driver's license.
- B: All drivers must complete and submit a medical release form.
- C: A driver under the age of 18 must submit a Minor Release Form from a parent or guardian before (s)he will be allowed to compete.
- D: Ages: Cars Competitors - 16 years of age with signed release.
Bike Competitors - 18 years of age.
- E: ALL NEW DRIVERS/RIDERS SHALL ATTEND A ROOKIE ORIENTATION MEETING PRIOR TO THEIR FIRST COMPETITION RUN.
- F: **All** drivers/riders **MUST** make progressively faster passes to attain or upgrade D-AA category licenses. After each pass, the timing slip must be presented to registration or the starter to endorse your "R" decal or notification of timing before your next incremental pass.

The categories are as follows:

Category Valid driver's license

Category D 125 to 149 MPH

Category C 150 to 174 MPH

Category B 175 to 199 MPH

Category A 200 to 249 MPH

Category AA 250 to 299 MPH

Category U 300 MPH and faster

- G: Drivers may use an ECTA, BNI or SCTA license to obtain an LTA license lowered by one category.
- H: Experienced and professional (AMA, NHRA, BUB, FIM, NEDRA) drivers may be licensed at the discretion of the race director.
- I: Licenses will be periodically reviewed and reduced one license category for each three years of inactive competition.

1.M.1 ROOKIE ORIENTATION:

All new driver/riders are required to attend the MANDATORY rookie orientation for "R" decal endorsement. Orientation meetings will be held on the evening before the meet at 4:00 PM and again on Saturday morning at 7:30 AM. Should the driver/rider arrive after the meetings, a one-on-one orientation must be completed with the Race Director or race official.