



*MKM Racing Promotions*

*2010 Open Road Racing Rule Book*

## MKM Racing Promotions 2010 Staff and Officials

### Administration

MKM Racing Promotions, LLC  
9850 S. Maryland Pkwy, Ste. A5-143  
Las Vegas, NV 89183  
**Phone and Fax:** 702-614-6108/fax –6109  
www.openroadracing.com

**Michael Borders** email: mike@openroadracing.com  
General Manager  
**Marsha Borders**  
Financial Officer  
**Keith Uddenberg**  
Chairman/CEO

### Registration

**Mary Benson**  
Office Manager  
email: mary@openroadracing.com

### Race Operations

**Mike Borders**  
Race Director  
email: mike@openroadracing.com

### Technical Inspection

**John Tiemann**  
Chief Technical Inspector  
email: tech@openroadracing.com

### Emergency Services

**Craig Sanford**  
Emergency Response Coordinator  
email: eng12capt@aol.com

### Communications

**Ed Raether K9DVC**  
Director of Race Communications  
email: ed@mwrench.com

### Timing & Scoring

**Dabney Crump**  
Chief of Timing & Scoring  
email: Dabney@dhcrump.com

### Chief Instructor

**Scott Mergele**  
email: sdmergele@cs.com

### Rookie Liaison

**Marilyn Anderson**  
email: mndrsma@earthlink.net

# TABLE OF CONTENTS

MKM Racing Promotions 2010 Staff and Officials ..... 1

TABLE OF CONTENTS ..... 2

RULES, REQUIREMENTS, AND SPECIFICATIONS..... 3

    General ..... 3

    Acceptance of Rules, Requirements and Specifications..... 3

    Membership ..... 3

    Entry Procedures ..... 3

    Registration Procedures (at the event)..... 4

    Sponsor Decals and Car Numbers ..... 4

    Waivers ..... 4

    Participation Limit ..... 4

    Age Requirements ..... 4

    Licensing, Rookies and Qualifications..... 4

    Medical Requirements ..... 5

    Entry Changes ..... 5

    Driver/Navigator/Rookie Meetings ..... 5

    Protests and Appeals ..... 6

    Event Officials..... 6

    Timing ..... 6

    Technical Speed Limit (Tech Speed) ..... 6

    Speed Trap Rules and Procedures ..... 6

    “Tech Up” Rules..... 7

    Standards of Conduct..... 7

FORMAT AND SCORING ..... 8

    Divisions and Classes: ..... 8

    Some Helpful Notes on Divisions and Classes: ..... 8

RULES OF THE ROAD ..... 9

DISQUALIFICATION ..... 10

SAFETY REGULATIONS..... 11

    Minimum Standards..... 11

    Technical Safety Inspection..... 11

DIVISIONAL REQUIREMENTS ..... 12

    Touring (T) Division ..... 12

    Grand Touring (GT) Division ..... 12

    Grand Sport (GS) Division..... 13

    Super Sport (SS) Division..... 14

PERSONAL SAFETY EQUIPMENT..... 15

    Touring Division:..... 15

Fuel & Fuel Equipment Restrictions ..... 18

TIRE REGULATIONS..... 18

Appendix A - Roll Bar Specifications ..... 20

Appendix B - Roll Cage Specifications ..... 21

# MKM RACING PROMOTIONS RULES, REQUIREMENTS, AND SPECIFICATIONS

## Bonneville 100 Open Road Race ©

### General

MKM Racing Promotions events are sanctioned, competitive motorsports events, the conduct of which is governed by MKM Racing Officials in accordance with MKM Rules, Requirements, and Specifications. The Rules, Requirements, and Specifications may be amended from time to time, along with any special rules, requirements or specifications that may be issued by MKM Racing for specific events, and any applicable agreement to which MKM Racing Promotions is a party. By submitting his/her entry application and/or taking part in any activity relating to MKM Racing Promotions events, an entrant agrees to abide by the decisions of MKM Racing Promotions officials relating to the event or any matters arising out of the event. The entrant further agrees that such decisions are final.

Close observance of these rules is required for all participants, including drivers, co-drivers, navigators, and crew. Particular attention must be paid to the minimum safety equipment requirements. These Rules, Requirements, and Specifications are intended as a guide. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE ISSUANCE OF, OR COMPLIANCE WITH THESE RULES, REQUIREMENTS, AND SPECIFICATIONS, OR ANY SUBSEQUENT ALTERATION. COMPLIANCE WITH THESE RULES, REQUIREMENTS, AND SPECIFICATIONS DOES NOT IN ANY WAY GUARANTEE AGAINST INJURY TO OR DEATH OF PARTICIPANTS, SPECTATORS, OR OTHERS. You are reminded that **all motor sports are dangerous**. There is no such thing as a guaranteed safe motorsports competition. Motorsport always carries with it the risk of serious injury or death. This risk cannot be eliminated no matter how much all those concerned work to make the sport safer. The safety of the driver/co-driver/navigator, and the vehicle, is solely their own responsibility. By participating in this event, the participants accept all risks of injury or death, whether due to negligence, equipment failure, or otherwise. If at any time, a participant does not accept these risks, he/she agrees not to participate in this event.

MKM Racing Promotions officials will act upon these Rules, Requirements, and Specifications as well as any situation arising not specifically covered in this rule book, and their decisions are final and non-negotiable.

---

### Acceptance of Rules, Requirements and Specifications

All persons or groups making official entry in MKM Racing Promotions events are assumed to know the Rules, Requirements, and Specifications. Their participation in the event shall constitute acceptance of these rules. The decision of the organizers in their interpretation and enforcement is final.

---

### Membership

Under agreement with the Nevada Department of Transportation (NDOT), all participants must be members in good standing of MKM Racing Promotions before competing in any Open Road event. Application for membership, if needed, is done as part of the event entry process; there is no separate membership form.

---

### Entry Procedures

An official MKM Racing Promotions application for entry must be completed, signed, and legible, with entry fee or required deposit enclosed, paid in full, and postmarked no later than midnight 15 days prior to the event. We reserve the right to accept a "late" entry or to reject or refuse any entry. **Late entries or on-site "walk-in" entries will be assessed a \$50 late entry charge.**

---

## Registration Procedures (at the event)

The purpose of registration is to identify all entrants and vehicles taking part in the event and to complete all required paperwork, waivers, releases, and payments. MKM Racing Promotions must register any person or persons taking part in an event. This includes drivers, co-drivers, navigators, crew, media, sponsors, associate sponsors and event officials. Credentials/Wristbands will be issued and will be used to control access to restricted areas. These must be visible or available for inspection at all times.

---

## Sponsor Decals and Car Numbers

Indicate the car number you prefer plus two alternates on your entry application. In case of duplication the earliest entry will be awarded the common number of preference. MKM will provide car numbers and may provide sponsor decals. These decals and numbers must be displayed on both sides of your vehicle. Other tastefully displayed commercial decals, logos, and advertising are permitted. All car numbers and required sponsor decals must be affixed to your vehicle before going through Technical Inspection.

---

## Waivers

All persons admitted to the pre-grid, grid, pits, track area and/or other restricted areas of MKM Racing Promotions sanctioned events must obey all Rules, Requirements, and Specifications set forth by MKM Racing Promotions. Each person wishing to be admitted must first complete and sign all waivers and releases of liability requested by MKM Racing Promotions. All entrants empower MKM Racing Promotions to represent them in assigning rights for reproduction of sanctioned events by electronic, broadcast and/or print media and automatically assign rights to use their name, facsimile, etc., in media related materials and/or advertising and promotion of sanctioned events.

---

## Participation Limit

Entries of more than one car per person are not permitted. A maximum of two people are permitted in a car.

---

## Age Requirements

In accordance with Nevada DOT requirements, all participants in an MKM event on a Nevada highway, whether driving, navigating, serving on a support crew, performing as a Course Control Official, or otherwise being anywhere in the controlled area of the event, MUST be at least 18 years of age.

---

## Licensing, Rookies and Qualifications

1. All persons driving in the event (drivers and co-drivers) must have a currently valid (not expired, suspended or revoked) US State or Territorial, Canadian Provincial or Territorial, US or Canadian military, or EU driver's license. (If yours is not one of these, it may still be acceptable; contact MKM for approval. An accompanying IDP may be required.) Learner's permits or provisional licenses are not acceptable.
2. If ANY entrant (driver or co-driver) intending to drive in ANY class has not driven in, and successfully finished, at least one leg of a previous sanctioned open road event (promoted by MKM or otherwise), then he or she is designated as a "Rookie," is required to attend the Rookie Orientation Class, and must (at extra cost) sign up for, attend, and qualify at the Rookie Qualifying and Practice session. A car with a Rookie driver or co-driver cannot enter a class higher than GS1 (target speed of 130 MPH). While a Rookie is driving a car in the GS1 class, Tech Speed will be limited to 150 MPH. This is regardless of any other prior racing experience or license. MKM reserves the right to grant exceptions to this rule at the discretion of the Race Director.
3. Non-Rookie drivers/co-drivers may enter into any class in Touring or Grand Touring divisions without further qualification. They may also enter into the Grand Sport-Lower classes but it is recommended that they finish an event in Grand Touring first.

4. A Non-Rookie driver/co-driver that wants to enter in Grand Sport-Upper classes (145 MPH target speed) or higher must meet one of the following requirements, at a minimum:
  - a. He or she must have a current, valid competition license with the Sports Car Club of America (SCCA), NASA, NASCAR, ARCA, FIA, WOO, ASA, USAC, IMSA, Indycar/IRL, Porsche Club of America (PCA, POC), Alfa Romeo Owners Club (AROC), BMW Car Club of America (BMWCCA), or other recognized organization; **OR**
  - b. His or her open road racing experience must include driving in, and successfully finishing, at least one leg of a previous sanctioned open road event (promoted by MKM or otherwise) at a target speed sufficient to meet the minimum entry requirements for the class being entered, as specified in the Divisional Requirements; **OR**
  - c. He or she must be granted an exemption by the Race Director.
5. Some Divisions/Classes may have additional entrance prerequisites; see Divisional Requirements for details.
6. A photocopy of the entrant's driver's license as well as any competition license must be on file with registration and must be kept updated by the entrant. If an entrant wishes to have MKM consider a competition license other than outlined in part 2a above, the entrant must submit a photocopy of the license, a copy of the rule book of the organization, and a copy of the most recent results for an event he/she has competed in, to the Race Director for approval.
7. Non-driving navigators are not subject to the rules in this section; however, it is highly recommended that first-time navigators attend both the Rookie Orientation Class and the Navigator Class. Navigators must still adhere to the other rules in this book.

## Medical Requirements

As required by Nevada DOT rules, all participants must provide proof of medical insurance from their health insurance provider or from their automobile policy, and this coverage must remain in effect for the duration of this event. All participants must complete a Medical Form and an Emergency Form annually. It is YOUR responsibility to note any allergies or drug sensitivities on these forms. Medical examination records from your physician are encouraged.

## Entry Changes

Changes must be reported to Registration prior to the close of registration on the day before the event. No Driver, Co-Driver or Navigator changes will be allowed after Registration closes. A Driver and Co-Driver may drive as a team, switching positions for one leg of the race if the Co-Driver is qualified and has filled out and remitted the proper paperwork to registration prior to the closure of registration.

Class changes: Entrants may change their speed class prior to or at the time of initial registration. After initial registration is complete, voluntary (entrant-requested) changes to a car's speed class can only be done within the same Division or lower, and can only be done **one time**. If Tech Inspection for the car has already been completed, a Tech Inspector must also approve the change and correct the Tech Sticker. After registration closes, no further voluntary changes are possible. Exceptions to this rule must be approved by the Race Director. MKM-required (involuntary) class changes (for technical or other reasons) can happen at any time. No entry fees will be refunded, credited or adjusted as a result of any class change happening after initial registration.

## Driver/Navigator/Rookie Meetings

A Drivers Meeting will be held the evening before the event. Attendance is MANDATORY for all drivers, co-drivers, and navigators. Other mandatory meetings may also be scheduled. It is each participant's responsibility to learn of each meeting and attend. A roll will be taken, and failure to attend mandatory meetings WILL cause automatic disqualification with no refund of entry fees! If there is a VERY GOOD reason why you cannot attend, you must consult with the Race Director ahead of time for special dispensation.

Attendance at the Rookie Orientation Class is mandatory for all Rookies; see Licensing above.

## Protests and Appeals

The decision of any Race Official, or official event results, may be protested or appealed under the following guidelines:

- A. Protests must be registered in writing and accompanied by \$200 in cash to the Race Director. This fee is refundable if the protest is upheld.
- B. Protests of posted event results must be registered within one hour of the time official results are posted for the event or the event shall be considered official and the results final.
- C. A panel of three people, consisting of the MKM General Manager or CEO, the Chief Driving Instructor, and the Chief of Tech (or, Timing & Scoring representative if the protest pertains to event results) will hear the appeal and rule by majority vote. This ruling is final and not subject to further appeal or review.

---

## Event Officials

The Race Director is responsible for the overall conduct and safety of the race and practice/qualifying. A competitor's access to the course is at the sole discretion of the Race Director. The Race Director will supervise all aspects of the event, including communications, timing, emergency personnel, airplane monitors and course control officials. The Race Director may appoint additional personnel to help officiate at the event at his discretion.

---

## Timing

GPS-based electronic timing, using laser beams, with manual backup, will be used. If the electronic system fails the manual backup will be considered official. Entrants will be timed from a standing start. An electronic start light system ("christmas tree") will be present. Timing starts when the green light comes on, whether the car moves or not.

---

## Technical Speed Limit (Tech Speed)

Tech Speed is the top speed allowed for your vehicle as determined by the standards of the class entered and the authorization of the Race Director. **In other words, it is your speed limit for the event.** The Race Director has full discretion with regards to a competitor's Tech Speed.

- A. Exceeding your Tech Speed will be cause for disqualification and other possible penalty (See: Disqualification).
- B. The Tech Speed will be written on the tech sticker affixed to your vehicle's windshield.
- C. Race officials will take numerous speed readings at irregular intervals along the course

---

## Speed Trap Rules and Procedures

At all of our events, a speed trap section of approximately 5 miles will be established and posted. This section is where racers will be clocked to obtain top speeds for speed certificates, and where candidates for the 200 mph Club must achieve their speed to qualify. There will be 2 opportunities to transit the speed trap. At the Bonneville 100, there will be one speed trap, which will be transited in both directions by racers during the event.

The beginning and end of the Speed Trap sections will be marked by a large orange "T" sign on the side of the road. The actual speed trap timing equipment will be located as near to the center of the speed trap as the local terrain permits.

Except as explained below, no participant may exceed his or her Tech Speed in the speed trap(s). Participants desiring to record the fastest possible trap speed under their Tech Speed must use extreme care not to exceed their Tech Speed by even a fraction of a mph or risk disqualification.

Cars in SS2 (and SS1 cars that "Tech Up", see below) are permitted unlimited speed in the speed trap, but must be at or below their normal Tech Speed by the time they reach the last "T" sign designating the end of the posted speed trap.

## “Tech Up” Rules

Certain participants with the required experience and qualifications, and with a car and safety equipment that meets the Tech requirements, will be allowed to “Tech Up” and assume the Speed Trap Tech Speed rights of the NEXT HIGHER CLASS, **only while between the “T” signs of the speed traps**. The following criteria must be met in order to be allowed to “Tech Up”:

1. You must be entered in one of these three classes: GT3 (125 mph), GS6 (155 mph), or SS1 (165 mph). **Touring Division cars and Rookie drivers are not eligible to Tech Up.**
2. Your car must meet the Tech requirements of the next higher Class. (For GT3 cars, that is GS1. For GS6 cars, that is SS1. For SS1 cars, that is SS2.)
3. Your TIRES must meet the Tech requirements of the next higher Class.
4. You must wear all of the personal safety gear required by the next higher Class, i.e., arm restraints, head & neck restraints, race suits, full face helmets, etc. in the race, and this gear must be inspected by the Tech inspectors.
5. You must have the experience required to run in the next higher Class.

Entrants desiring to Tech Up MUST identify themselves to the Tech Team during Tech Inspection. “Tech Up” must be indicated on the Tech Inspection form. Special Tech Stickers will be issued to those participants that Tech Up. After Tech closes, no further Tech Up inspections will be available.

Entrants that Tech Up are permitted to drive at the higher “Tech Up Tech Speed” **ONLY IN THE SPEED TRAPS**. It is the entrant’s responsibility to observe the “T” sign designators and be at or below their ORIGINAL Tech Speed before and after passing these signs and at ALL other times. Speed Trap locations will be posted at the Driver’s Meeting.

To be clear, the Tech Up maximum Tech Speeds (again, **only in the speed traps**) are: for GT3 (125), 168 mph; for GS6 (155), 185 mph; for SS1 (165), Unlimited.

Entrants will NOT be permitted to Tech Up more than ONE (1) Class. For example, a Grand Touring class GT3 (125) car cannot Tech Up to Super Sport. Any car exceeding their assigned Tech Up Tech Speed in the Speed Trap(s) will be disqualified.

Cars that will be “Teching Up” will be gridded in the front of their Class, so as not to overrun others in their class due to the added speed. Since only the top classes in each Division are permitted to Tech Up, they will have the same Speed Trap Tech Speed as the cars in front of them who are running in the next higher Division.

It will be the responsibility of the driver/team to adjust their average speed after “banking time” as a result of going faster in the trap(s). Participants are reminded that at no time may they go below the minimum speed permitted for their class.

---

## Standards of Conduct

All participants in an MKM event, including drivers, co-drivers, navigators, support teams, and crew members, are expected to conduct themselves according to the highest standards of behavior and sportsmanship and in a manner that shall not be detrimental to the reputation of MKM Racing Promotions, particularly in their relationship with other participants, Officials, and Course Workers. Entrants shall, at all times, be responsible for the conduct of those accompanying them to an event such as crew, mechanics, and friends. Abuse of any MKM officials, law enforcement officials, volunteers, or Nevada Department of Transportation employees or officials will not be tolerated under any circumstances and could possibly result in civil or criminal action.

Please remember that we are guests of the community and safety is everyone's responsibility. NO reckless or exhibition driving will be tolerated in the community or anywhere on or off the course!

## FORMAT AND SCORING

### Divisions and Classes:

The following are the official Divisions and Classes for the Bonneville 100:

Division	Classes (target speeds)	Tech Speed (speed limit)
Touring (T)	T1 (95), T2 (100), T3 (105), T4 (110)	124 MPH
Grand Touring (GT)	GT1 (115), GT2 (120), GT3 (125)	140 MPH
Grand Sport Lower (GSL)	GS1 (130), GS2 (135), GS3 (140)	168 MPH (150 MPH for Rookies)
Grand Sport Upper (GSU)	GS4 (145), GS5 (150), GS6 (155)	168 MPH (172 mph for GS6)
Super Sport (SS)	SS1 (165)	185 MPH
Super Sport (SS)	SS2 (175)	200 MPH

Class competition will be determined by the overall recorded average speed that is closest to the class (target) speed, over or under. (For example, GS2 class competitors will attempt to average as close to 135 MPH as possible.)

1. This average will be stated in miles per hour to 3 decimal places.
2. Class trophies will be awarded for 1st, 2nd, and 3rd place.
3. A driver/team must average within 10 mph of the Target Speed for the class entered to be eligible for a trophy.

### Some Helpful Notes on Divisions and Classes:

The race structure is based on an arrangement of four Divisions and 15 Classes. It may appear confusing but it's really very simple.

When you enter, you choose the Division, and then the Class within the Division, in which you wish to compete (for example, Grand Touring Division, Class GT3 - 125 MPH). You must have sufficient safety equipment and experience to be eligible for whatever class you select (see the requirements listed under each Division's minimum requirements). You will be issued a "Tech Speed" (speed limit) during tech inspection, and you cannot exceed it anywhere on the course. (See exceptions in Speed Trap Rules and Tech Up Rules, above.) **If any person driving the car is a First-time Open Road Race driver (Rookie) then the car may not enter in a class higher than GS1; and the car will be limited to a maximum Tech Speed of 150 MPH while a Rookie is driving. (see: Licensing.)**

In order to take a top trophy in your Class you must have the closest average speed to your Class speed (over or under). For example, if you are entered in GT3 and you average 125.005 MPH over the course and your closest competitor averages 125.010 mph, then you take the top trophy in GT3 (provided that you were not disqualified for any reason, see page 10). MKM will provide a list of official distances and target times so that you will know exactly when you should be crossing the finish line.

Once your car is presented at the starting line for the first time on either leg of the race, your official scoring attempt begins. If you miss your starting time due to a malfunction or other problem, or if, for any reason, you cannot start with the other cars in your speed class, your car cannot be scored. Under certain circumstances, if you present your car at the starting line after your official start time has passed (i.e., breakdown repaired), you may be permitted to run for no score at the discretion of the Race Director.

If you are not sure about your car's equipment (especially safety equipment and tires), or any of the rules, requirements, or specifications, please contact the appropriate official with any questions (See contact information, Page 1).

---

# RULES OF THE ROAD

---

**THE FOLLOWING RULES ARE CRITICAL TO YOUR SAFETY AND OUR CONTINUED SUCCESS.** They are the result of years of experience, are not subject to negotiation, and must be strictly adhered to. Please remember these rules and help our event become a success!

1. **OBEY ALL OFFICIALS.** They are there to protect you and the event. This includes all law enforcement officers, pre-grid and starting line workers, finish line officials, the Race Director, and the Emergency Response Coordinator. Abuse of ANY official will NOT be tolerated.
2. **DRIVE SAFELY.** You are NEVER relieved of your responsibility and obligation to use good judgment while on the course. Never make a sudden lane change or maneuver unless absolutely necessary. Look FAR AHEAD on the course at all times.
3. **OBEY ALL FLAGS.** Obey all flag instructions on the course without question. WILLFULLY DISREGARDING A FLAG SIGNAL WILL RESULT IN AUTOMATIC EXPULSION FROM THE EVENT! Flags in use are:
  - a. **RED FLAG:** Stop as soon as possible, completely off the roadway, and within sight of the flag station. Wait for further instructions - DO NOT reenter the course for any reason.
  - b. **WAVING YELLOW FLAG:** Exercise extreme caution: there is something partially blocking the roadway ahead of you, possibly another car, and a reduction in speed is indicated until passing the obstruction.
  - c. **STEADY YELLOW FLAG:** Slow down and exercise caution: something is in the roadway ahead, i.e., water, oil, gravel, coolant, debris.
  - d. **BLACK FLAG:** Indicates an unsafe condition with your vehicle. These flags are displayed only at Checkpoints, so please be aware of them as you pass. Stop quickly and smoothly, at a flag station or gate with course workers present if possible. Remember that the event is continuing, and be aware you may be in the process of being overtaken at high speed.
  - e. **GREEN FLAG:** In addition to the one you will see at the starting line, there will be green flags posted at every checkpoint to show the course is clear to the next checkpoint. If a change in course condition requiring a yellow flag occurs, the checkpoint signs in front of the yellow flag condition will also be changed to appropriate red or yellow flags to give you advanced warning, and you should respond accordingly.
4. **PASS ONLY ON THE LEFT.** Passing is permitted **only on the left** and **only on straightaways**. If you are being overtaken, you must pull fully into the right hand lane and remain there until passed. If you notice you are being overtaken just before a turn, you may drive your line through the turn, and then move to the right. Signaling between drivers by hand or turn signals is not required, but highly encouraged.
5. **STOPPING OFF THE ROADWAY.** When stopping on the course, you must pull completely off the pavement and as far from the roadway as possible. (NOTE: Take care to ensure that your hot exhaust has not started any grass fires underneath your car!) While slowing, look for an orange cone signifying a gate and stop there if at all possible. If unhurt or not requiring medical attention, you must then immediately exit your vehicle, wave an "all clear," and proceed immediately to a position behind a fence or at least 200 feet from the roadway. Examining your vehicle or attempting repairs is strictly prohibited, except to fight a fire. If you are injured or need medical assistance, remain in your vehicle or lie on the ground by the vehicle on the side furthest from the roadway. **IF YOU LIE DOWN OR REMAIN IN YOUR VEHICLE, THE RACE WILL BE STOPPED AND MEDICAL ASSISTANCE WILL BE SENT IMMEDIATELY!**
6. **MINIMUM SPEED ON THE COURSE.** Other than in corners where a reduction in speed is necessary, you must maintain a minimum speed of 30 mph under your target speed. Example: The minimum speed for cars in the 140 MPH class is 110 MPH. (NOTE: For the Touring Division, the minimum speed for all classes is 80 mph.) If you cannot or choose not to maintain your minimum speed, your car is considered disabled and you **MUST** pull off the roadway in accordance with rule #5. **IMPORTANT: DO NOT** slow down to below the minimum speed at the finish line in an effort to "hit" your time. This is **EXTREMELY** dangerous, as the car

behind you might be traveling at or near their Tech Speed! Since there is a 100% chance that a radar gun or speed trap will be at the finish line, this action will result in instant disqualification!

7. **NEVER RE-ENTER THE COURSE ONCE STOPPED FOR ANY REASON.** Once you have stopped, you cannot be released except by a course control official, unless you stopped for a RED flag. In that case, you will be advised on how to proceed by a course control official.
8. **NEVER REVERSE ON THE COURSE.** You may never drive in the reverse direction of the race on the course during an event. This means no backing up along the shoulder or worse yet, turning around and driving against the flow of traffic either along the roadway or the shoulder. Even if you have stopped just past a checkpoint, you cannot move the car backwards.
9. **NEVER EXCEED YOUR TECH SPEED.** This is a simple rule. Don't do it—ever!

---

## DISQUALIFICATION

---

The following are grounds for being disqualified from the event:

1. You receive a speeding ticket on the highway used for the event within 3 months prior to the event.
2. You exceed your Technical Speed Limit (Tech Speed), as determined by the Division/Class Requirements. It is YOUR responsibility to know your vehicle and the accuracy of your speed-monitoring device. There is NO "tolerance" permitted for excessive speed. THIS RULE WILL BE STRICTLY ENFORCED! This applies to all events held during the weekend, including practice. If you exceed your Tech Speed on the first leg of a race, the car and all occupants are disqualified; they will be held at the turnaround and will not be permitted to run the second leg of the race.
3. If, in the opinion of event officials, you exceed your Tech Speed in an excessive and reckless manner, in any division, you will be immediately BLACK-FLAGGED, disqualified, and may be suspended for one year or banned from ever participating in a future MKM Racing Promotions event. Nevada state laws can be applied for extreme violations which could result in severe fines or vehicle impoundment.
4. You engage in reckless or dangerous driving prior to or during the event, either on or off the course or practice road.
5. You finish the event with an average speed on any leg of the race that is above or below your target speed by more than 10 mph.
6. You fail to pull off the road with a disabled vehicle. If your vehicle becomes disabled, you must immediately pull the vehicle off the course as far from the racing surface as possible. A vehicle that cannot maintain a speed of at least 30 mph below its target speed (or maintain 80 mph, for Touring Division) is considered disabled. If you fail to pull off the road with a disabled vehicle, you will be disqualified and suspended for one (1) year.
7. You use a Radar Detector during the race. This will be considered an attempt to deliberately circumvent the Tech Speed rules.
8. You disregard or overdrive a flag signal.
9. You cross the finish line at a speed below your minimum speed (30 MPH below your target speed, or 80 MPH for Touring Division). (See Rules of the Road #6.)
10. You fail to notify the Race Director or Chief Technical Inspector of any change in vehicle condition between the time the car passes Tech and the start of either leg of the event. This includes configuration changes, breakdowns/equipment failures during practice, and flat or damaged tires.
11. You appear to be impaired or under the influence of alcohol or drugs, legal or otherwise.
12. You are found to have falsified your entry forms, deceived the tech inspectors or event officials, or cheated in any way.

If you are disqualified, your times and radar speeds will be stricken from the official results and will not be provided to you. Any participant disqualified from an MKM event for any reason may require re-qualification prior to participating in future events, and may be moved down one Division for their next event. Blatant rule violations will be reported to other open road race promoters as well. Appeals may be made using the "Protests and Appeals" process.

---

## SAFETY REGULATIONS

---

### Minimum Standards

MKM Racing Promotions maintains the highest standards of event and participant safety. These standards are developed with the cooperation of the Nevada Department of Transportation to ensure the survival of Open Road Racing as a viable event for many years to come. In return, we urge all entrants to upgrade their safety equipment to the highest standard, and UHF radio scanners are highly recommended to keep abreast of important information during the event. Before any participant receives the green flag, the following minimum requirements must be met:

- A. Rear-view mirrors are mandatory in all race vehicles.
- B. No loose items are permitted in the passenger compartment of the race vehicle, other than soft-cloth items and properly secured plastic drink containers. Collapsible clipboards are permitted.
- C. Hard clipboards and laptop computers must be firmly secured.
- D. If the race vehicle has air bags, nothing may be mounted or positioned in front of the air bags unless they have been disabled. Any disabled airbag system requires an accompanying NHTSA Form 603.

---

### Technical Safety Inspection

All vehicles and participants must undergo a Technical Safety Inspection ("Tech") to ensure compliance with the Rules, Requirements and Specifications. Each driver is responsible for the safety and race worthiness of his/her vehicle. No equipment shall be assumed "approved" because it went through Tech at other racing events, it passed Tech previously at an MKM event, or because this rulebook does not specifically exclude it. All vehicles must be maintained in a safe condition at all times. Passing Tech Inspection does not relieve the driver of any liability.

You must come to Technical Inspection with your vehicle 100% ready to race in full compliance with the vehicle and personal equipment required for your Division/Class, including, but not limited to, the following:

- A. All safety equipment installed. Official car numbers and any required event sponsor decals affixed.
- B. The driver and navigator/co-driver must both be present, and must be prepared to don any personal safety equipment required and belt in as they would be during the event, if requested.
- C. All camera mounts with cameras installed.
- D. Any vehicle not passing inspection will have to repair the deficiency or make necessary repairs, and pass inspection, prior to running in the event.
- E. No modifications are permitted after the final inspection unless coordinated with the Race Director and Chief Technical Inspector. This includes any change in vehicle condition between the time the car passes Tech and the start of the event due to breakdowns or failures during practice, flat or damaged tires, or any other reason.
- F. At the discretion of the Race Director, or his/her appointed officials, vehicles which do not meet minimum technical inspection standards in a particular Division may be transferred to the appropriate Division for which they qualify. There will be no adjustment of the entry fee in this circumstance.
- G. Any vehicle not in compliance with the Rules, Requirements, and Specifications will not be allowed to enter the event.

---

## DIVISIONAL REQUIREMENTS

---

### Touring (T) Division

---

Classes: T1 (95 MPH), T2 (100 MPH), T3 (105 MPH), T4 (110 MPH)

Tech Speed: 124 MPH

The following are the minimum requirements for the Touring Division:

- A. The Touring Division has a Technical Speed Limit of 124 mph regardless of the safety equipment installed. **Any vehicle in the Touring Division exceeding 124 mph will be disqualified.**
- B. A competition approved Roll Bar as specified in Appendix A is required for open vehicles, and recommended for all vehicles. An "open vehicle" is defined as one that has either no top, a soft top, a retractable top, a removable hard top, or a fixed non-metallic hard top containing no rollover reinforcement. OEM rollover protection (e.g. "pop-ups") may meet the requirements of this rule. If you plan to enter such a vehicle, please contact the Chief of Tech for approval.
- C. A correctly installed 3-point factory stock or equivalent seat/shoulder belt in new or like-new condition, for each occupant, is the minimum standard. Use of only a lap belt is not permitted. Installation and use of proper 5, 6 or 7 point racing safety harnesses is highly recommended if feasible. If harnesses are installed, they and their mounting must conform to the same requirements as for higher Divisions, especially the shoulder harness mounting. (See: Personal Safety Equipment.) If racing harnesses are used, then arm restraints must also be used. **4-point 2-inch harnesses ("tuner belts" or "show belts") are NOT acceptable even if DOT-approved, unless they are OEM factory stock for the vehicle.**
- D. Helmets, Clothing & Safety Equipment: As specified in the Personal Safety Equipment section.
- E. A 2.5 lb. minimum, automotive BC fire extinguisher, with a secure quick-release mounting bracket made of metal, mounted within easy reach of driver. The quick release must be taped over to prevent accidental releasing of the latch but not so extensively as to prohibit releasing the latch in the event of an emergency.
- F. Tires: as specified in the Tire Regulations section.

---

### Grand Touring (GT) Division

---

Classes: GT1 (115 MPH), GT2 (120 MPH), GT3 (125 MPH)

Tech Speed: 140 MPH

The following are the minimum requirements for the Grand Touring Division:

- A. A competition approved Roll Bar as specified in Appendix A is required for open vehicles, and recommended for all vehicles. An "open vehicle" is defined as one that has either no top, a soft top, a retractable top, a removable hard top, or a fixed non-metallic hard top containing no rollover reinforcement. OEM rollover protection (e.g. "pop-ups") may meet the requirements of this rule. If you plan to enter such a vehicle, please contact the Chief of Tech for approval.
- B. A competition-approved 5, 6, or 7-point safety harness system for each occupant, as specified in the Personal Safety Equipment section. The mounting of the harnesses must conform to the Harness Mounting Requirements, especially the shoulder harness mounting. This will be thoroughly checked at all Tech Inspections.
- C. Helmets, Clothing & Safety Equipment: As specified in the Personal Safety Equipment section. **Arm restraints are now mandatory for all occupants** in ALL Grand Touring Classes.

- D. Tires: as specified in the Tire Regulations section.
- E. A 2.5 lb. minimum, automotive BC fire extinguisher, with a secure quick-release mounting bracket made of metal, mounted within easy reach of driver. The quick release must be taped over to prevent accidental releasing of the latch but not so extensively as to prohibit releasing the latch in the event of an emergency.
- F. A competition approved fire suppression system and fuel cell are recommended. If these are installed, they must meet the requirements for Super Sport (e.g. fuel cell must be foam-filled, in a metal shell, with an automatic rollover fuel cutoff valve). (Also see: Fuel and Fuel Equipment Restrictions.)

---

## Grand Sport (GS) Division

---

GS-Lower Classes: GS1 (130 MPH), GS2 (135 MPH), GS3 (140 MPH)  
GS-Upper Classes: GS4 (145 MPH), GS5 (150 MPH), GS6 (155 MPH)  
Tech Speeds: GS1 Rookies, 150 MPH; GS1-GS5, 168 MPH; GS6, 172 MPH

The following are the minimum requirements for the Grand Sport Division:

- A. Entrance Requirements:
  - 1. To enter the GS-Lower classes, any person driving the vehicle (Driver and/or Co-driver) should have driven in and completed at least one previous open road event in the Grand Touring Division or equivalent. **If any person driving the car is a First-time Open Road Race driver (Rookie) then the car may not enter in a class higher than GS1, and the car will be limited to a Tech Speed of 150 MPH while a Rookie is driving. (see: Licensing.)**
  - 2. To enter the GS4 or GS5 Classes, persons driving the vehicle (Driver and Co-Driver) cannot be Rookies, and must have either driven in and successfully completed at least one leg of a previous sanctioned Open Road Racing event (promoted by MKM or otherwise) in at least the GS1 class or equivalent, or must possess the appropriate racing experience or competition license, as determined by the Race Director.
  - 3. To enter the GS6 Class, persons driving the vehicle (Driver and Co-Driver) cannot be Rookies, and must have either driven in and successfully completed at least one leg of a previous sanctioned Open Road Racing event (promoted by MKM or otherwise) in at least the GS4 or GS5 class or equivalent, or must possess the appropriate racing experience or competition license, as determined by the Race Director.
- B. A competition approved Roll Bar, as specified in Appendix A. Certain vehicles with built in OEM roll over structures may meet the minimum roll bar standard for the Division. (The most common examples of this are 1984 and newer non-convertible Corvettes.) Contact the Chief Technical Inspector to inquire about your particular vehicle. It is highly recommended that an additional roll bar be added to those vehicles with approved OEM roll over structures.
- C. A competition-approved 5, 6, or 7-point safety harness system for each occupant, as specified in the Personal Safety Equipment section. The mounting of the harnesses must conform to the Harness Mounting Requirements, especially the shoulder harness mounting. This will be thoroughly checked at all Tech Inspections.
- D. Helmets, Clothing & Safety Equipment: As specified in the Personal Safety Equipment section. **Arm restraints are mandatory for all occupants** in ALL GS Classes.
- E. Tires: as specified in the Tire Regulations section.
- F. A 2.5 lb minimum, automotive BC fire extinguisher, with a secure quick-release mounting bracket made of metal, mounted within easy reach of driver. The quick release must be taped over to prevent accidental releasing of the latch but not so extensively as to prohibit releasing the latch in the event of an emergency.

- G. A competition approved fire suppression system and fuel cell are recommended. If these are installed, they must meet the requirements for Super Sport (e.g. fuel cell must be a foam-filled bladder, in a metal shell, with an automatic rollover fuel cutoff valve). (Also see: Fuel and Fuel Equipment Restrictions.)
- H. Proper racing seats are highly recommended and may be required in certain cars.
- I. A quick release steering wheel system is recommended.

---

## Super Sport (SS) Division

---

Classes: SS1 (165 MPH), SS2 (175 MPH)  
Tech Speeds: SS1, 185 MPH; SS2, 200 MPH

The following are the minimum requirements for the Super Sport Division:

A. Entry Requirements:

1. To enter the SS1 Class, persons driving the vehicle (Driver and Co-Driver) cannot be Rookies, and they must either have successfully driven in and completed at least one leg of a previous sanctioned Open Road Racing event (promoted by MKM or otherwise) in at least the GS – Upper Division or equivalent, or must possess the appropriate racing experience or competition license, as determined by the Race Director.
  2. To enter the SS2 Class, persons driving the vehicle (Driver and Co-Driver) cannot be Rookies, and they must either have successfully driven in and completed at least one leg of a previous sanctioned Open Road Racing event (promoted by MKM or otherwise) in at least the SS1 Class, or a class with at least a 160 MPH target speed, or must possess the appropriate racing experience or competition license, as determined by the Race Director. The vehicle itself must also have successfully competed in and finished at least one leg of a sanctioned Open Road Racing event (promoted by MKM or otherwise) in at least the SS1 Class, or a class with at least a 160 MPH target speed. Vehicles with top speeds of less than 180 MPH may NOT enter SS2.
- B. A competition approved Roll Cage as specified in Appendix B. (**A Roll Cage is mandatory.**) For SS1: A bolt-in roll cage is allowed, and a fully welded roll cage is highly recommended. For SS2: A fully welded Roll Cage is required.
- C. A competition-approved 5, 6, or 7-point safety harness system for each occupant, as specified in the Personal Safety Equipment section. The mounting of the harnesses must conform to the Harness Mounting Requirements, especially the shoulder harness mounting. This will be thoroughly checked at all Tech Inspections.
- D. Helmets, Clothing & Safety Equipment: As specified in the Personal Safety Equipment section. **An approved full face helmet, Head and Neck Restraints, Arm Restraints, and a Nomex or Carbon-X balaclava (head sock), are required for all occupants in all SS classes.** (Note: “horse collar” type helmet supports do not qualify as Head and Neck Restraints!) NASCAR style approved window netting is recommended, and required for each occupied side if no window covering (glass or lexan) exists. Use of both is highly recommended.
- E. Tires: as specified in the Tire Regulations section.
- F. A competition-approved 5 lb. fire suppression system using Halon, FE-36 or other racing-approved agent. The activation cables must be carefully located to prevent crushing or damage in the event of a rollover. The bottle(s) must be securely mounted using brackets; no hose clamps, bungees, etc. The cables **MUST** be inside the roll cage structure. A minimum of one nozzle per occupant is required. It is recommended that vehicles using a 5 lb. fire suppression system also carry a 2.5 lb. automotive BC fire extinguisher, or a second 5 lb. automatic system with nozzles in the engine compartment and fuel cell area. A 2.8 liter AFFF foam system may substitute for a 5 lb. Halon/FE-36 system.

- G. A competition-approved fuel cell with foam-filled bladder, in a metal shell. An automatic rollover shutoff valve must be used. (For SS1 ONLY, certain factory fuel tanks with bladder inserts may be acceptable with the addition of foam. Consult with the Chief of Tech for prior approval of these fuel systems.) (Some cars may require a barrier to be added between the fuel cell and the passenger compartment; see Fuel and Fuel Equipment Restrictions section.)
- H. Vehicles with non-metal roof or floor panels require the addition of metal plating or expanded metal to these areas.
- I. Proper racing seats, preferably of metal or carbon-fiber construction, are required for each occupant and must be mounted to the roll cage unless documentation from the seat manufacturer is produced that supports otherwise. The use of head restraints ("wings") on the racing seat is highly recommended. "Plastic" (molded) seats are not permitted. Fiberglass racing seats may be permitted with the approval of the Chief of Tech.
- J. Safety wire where appropriate (i.e., CV Joints, oil drain plugs, oil filters, etc.).
- K. A Drive Shaft loop, to prevent a ground strike in the event of failure, if applicable.
- L. A quick-release steering wheel is required in SS2, and highly recommended in SS1.
- M. Miscellaneous Items:
  1. Engine Restraints are required if solid engine mounts are not used.
  2. A padded steering hub and collapsible steering column are highly recommended.
  3. Intercoolers or radiators for all fluids (engine water and oil, transmission oil, rear-end lubricant and power steering fluid) are highly recommended.
  4. GM-type rear axles, or others with C-Clip axle retention, are not recommended unless converted to a positive-retention system ("C-Clip eliminator").

---

## PERSONAL SAFETY EQUIPMENT

---

**Special note #1: 4-point 2-inch harnesses ("tuner belts" or "show belts") are not acceptable even if they carry DOT approval. If they are the OEM factory stock belts for the vehicle, they may be used in Touring, but at this time, we know of no such vehicles.**

**Special note #2: Snell SA2000/M2000 (SA00/M00) helmets are allowed this year but will not be accepted after the 2010 season. SA2005/M2005 (SA05/M05) will become the minimum acceptable Snell standard.**

### Touring Division:

**Belts/Harnesses:** A 3-point factory stock or equivalent seat/shoulder belt for each occupant, in good condition, with no frays or excessive wear, is the minimum standard. **At no time will anyone be allowed to run wearing only a lap belt.** Proper 5, 6 or 7-point racing safety harnesses are recommended if feasible. (If used, racing harnesses must meet the specifications below, and arm restraints must also be used.) Factory OEM belts should not be over ten years old. Cars in this Division greater than ten years old should have their original OEM belts upgraded to newer belts.

**Helmets:** A motorcycle helmet meeting one or more of these standards: Snell **M2000** (or later), **ECE 22-05**, **BSI 6658 Type A**, **ACU Gold**, **SHARP 2 star** or higher, or **AS/NZS1698-2006**; in good condition with shatterproof eye protection, is the minimum standard for all occupants in the Touring Division. (Shatterproof eyeglasses will be considered the minimum eye protection standard). **HELMETS RATED ONLY DOT ARE NOT ACCEPTABLE.** Partial-coverage, "novelty", or "shorty" helmets are not acceptable. **If a motorcycle helmet is worn, a Nomex or Carbon-X head sock (balaclava) must also be worn.** A Snell approved **SA2000** (or later) auto racing helmet is highly recommended. A full face helmet with shatterproof face shield is highly recommended.

**Clothing:** Non-synthetic clothing (cotton, wool, leather etc.), covering torso, arms, and legs, non-synthetic (cotton) socks and underwear, plus non-synthetic gloves and leather topped shoes without holes are the minimum standard for each occupant. Golf gloves and athletic shoes with holes are not considered appropriate. Nomex or Carbon-X driving suits, underwear, socks, racing gloves and racing shoes are highly recommended. Treated cotton suits (e.g. Proban or Pyrovatex) do meet the requirements for the Touring Division but are not recommended.

## All Other Divisions:

**Harnesses:** A 5, 6 or 7-point racing safety harness for each occupant is **mandatory**, with 3-inch lap and shoulder belts, and a crotch belt or belts, except as noted in paragraph I below. A cam-lock safety harness latching system is highly recommended. If the harnesses have a “latch-link” type of release, tape/velcro or a covering should be used to prevent inadvertent opening of the release latch. The lap belt must be located at the proper position at the pelvis and the crotch belt must be used to keep the lap belt down and in the proper position, see paragraph J below.

**Harness Mounting/Age Requirements:** Harnesses must be mounted at or on the roll cage, roll bar, frame member, or body panel (with adequate spreader plates).

- A. The shoulder belt mounting height (or roll bar crossover height for floor-mounted shoulder belts) should be no more than 2” +/- from the driver’s shoulder height when seated in a driving position to reduce the possibility of spinal compression injuries. Shoulder harnesses must be secured or stressed over a steel tube at the proper height.
- B. The shoulder harnesses should be attached to the horizontal bar on roll bars and cages.
- C. The belts should be mounted so as to not cause undue spinal compression.
- D. V-type and Y-type shoulder belts are prohibited. Shoulder belts must be two separate belts. If the seat does not have supporting guide holes for the belts, use of a sternum strap is recommended to avoid spreading of the shoulder harnesses.
- E. Adequate spreader plates must be used when mounting harnesses to a body panel. Mounting to fiberglass or other non-metal panels is strictly prohibited.
- F. Harnesses must be mounted to the roll cage or frame member in the Super Sport Division. OEM seat or belt mounting points can be used in the Touring, Grand Touring, and Grand Sport Divisions, but proper harness installation is difficult without a roll bar or harness mounting bar. Consult with the Chief of Tech if you are entering a car with harnesses and no harness bar or roll bar. Use of extra-long shoulder belts running back to rear seat or rear seat belt mounting points is not recommended and will be closely scrutinized at Tech Inspection. X-type shoulder belts where the two belts cross behind the seat and are stitched together at the crossing point are somewhat more acceptable for this type of mounting, but length (which allows excessive stretch) is still a serious issue, and paragraph A (above) is also a consideration.
- G. Manufacturer’s labels cannot be located under the adjusting mechanism when the participant is buckled in the seat and has tightened the seat belts and shoulder harness, as this could cause the belt to “dump” on one side and tear under stress. This will be checked at Tech Inspection.
- H. All harnesses must be permanently dated and be no more than 5 years old for Touring, Grand Touring, and Grand Sport Divisions, and no more than 2 years old for Super Sport Division. Worn, damaged, or frayed belts will be rejected for use regardless of age. Belts that have been used in an accident must be replaced.
- I. FIA-approved 2” lap belts with proper certification will be accepted as part of a complete FIA belt system. 3” shoulder straps are still mandated, with the exception of the 3” into 2” HANS-specific shoulder harnesses when used with a HANS device. Please consult with the Chief of Tech if you desire to use these belts. 4-point 2-inch harnesses (“tuner belts” or “show belts”) are not acceptable even if crotch straps are added.
- J. Crotch Strap Adjustment: Crotch Straps must be adjusted to ensure the lap belts tighten properly across the pelvic girdle (known as the Iliac Crest) and not the soft part of the abdomen. This adjustment will be checked at Tech Inspection. For co-driving teams where the drivers' physical size differs, the team must demonstrate to the Tech Inspectors their ability to quickly re-adjust their crotch straps at the turnaround. Or, if they choose, they may attach two crotch straps to EACH mounting point properly adjusted for each driver.

**Helmets:** A Snell Foundation approved **SA2000** (or later) helmet with shatterproof eye protection is required for each occupant. Motorcycle or DOT helmets are not permitted.

- A. The use of a full-face helmet, with a shatterproof face shield, is **required** in the Super Sport Division and highly recommended in all other Divisions.
- B. A Nomex or Carbon-X head sock (balaclava) is **required** in the Super Sport Division, and for all participants with long hair (or facial hair, except for small, trimmed mustaches), and is recommended for everyone.

**Clothing (Grand Touring Division Only):** Non-synthetic clothing (cotton, wool, leather etc.), covering torso, arms, and legs, non-synthetic (cotton) socks and underwear, plus non-synthetic gloves and leather topped shoes without holes are the minimum standard for each occupant. Golf gloves and athletic shoes with holes are not considered appropriate. Nomex or Carbon-X driving suits, underwear, socks, racing gloves and racing shoes are highly recommended. Treated cotton suits (e.g. Proban or Pyrovatex) do meet the requirements for the Grand Touring Division but are not recommended.

**Clothing (Grand Sport and Higher Divisions):** An SFI-rated Nomex or Carbon-X fire-resistant driving suit, and racing-approved fire-resistant shoes, socks and gloves are required for each occupant. Treated cotton suits of any kind (e.g. Proban or Pyrovatex) are **not acceptable** regardless of any rating they may carry. One-piece suits are recommended.

- A. For Grand Sport, a single layer suit meeting SFI 3-2A/1 specifications, plus full Nomex or Carbon-X underwear, or alternatively a two layer suit meeting SFI 3-2A/3, will be considered the minimum standard. Suits with an SFI rating of 3-2A/5 or greater are highly recommended.
- B. For Super Sport, a multi-layered suit meeting SFI 3-2A/5 specifications, plus full Nomex or Carbon-X underwear, is the minimum standard. Suits with an SFI rating of 3-2A/10 or greater are highly recommended.

**Helmet Restraints:** Padded helmet supports (“horse collars”) are **mandatory for all occupants in Grand Sport** (unless a head and neck restraint system is worn) and recommended for all Divisions. **A head and neck restraint system (HANS, Hutchens, R3, Simpson, DefNder, Leatt or similar), not just a “horse collar”, is required for each occupant in the Super Sport Division and highly recommended for all Divisions.** All HANS device users must ensure that their harness mountings are in exact conformation with the device requirements. Any racer using a HANS device must coordinate with the Chief of Tech and be prepared to provide supporting documentation that their installation is in compliance with HANS requirements. All other types must also be used in exact accordance with the manufacturer’s instructions.

**Arm Restraints:** Arm Restraints are **mandatory** for all occupants in all classes GT1 (115 mph) and above, and for **any car with racing harnesses**. They are highly recommended for all, although most types also require the use of racing harnesses. NOTE: If the harnesses have a “latch-link” type of release, tape/velcro or a covering should be used to prevent inadvertent opening of the release latch by the restraint strap.

**Window Nets:** Highly recommended in all Divisions, and required for any closed cockpit vehicle for each occupied side without glass or Lexan window covering.

---

## Fuel & Fuel Equipment Restrictions

---

No nitrous oxide injection or similar power increase system is allowed. Any car with a nitrous oxide system installed must have the system disabled and the bottle(s) removed. No proportion of added nitromethane, propylene oxide, ethylene oxide, toluene, xylene, acetone, MEK or similar exotic fuel or additive is allowed. Commercial octane boosters such as "104+" are permitted if less than 2% of the total gasoline volume.

No fuel may be carried in the vehicle in any container other than the gas tank or fuel cell. Secondary permanently mounted tanks or cells are allowed subject to the Tech Inspector's approval.

Pump and racing gasoline fuels up to 117 motor octane are permitted. Diesel and E85 are permitted. Other fuels (such as pure alcohol) may be permitted at the discretion of MKM if proper application is made prior to the event.

Any open compartment or "hatchback" style vehicle must incorporate a physical barrier between the fuel tank or cell and the passenger compartment. Lexan may be used if this barrier could impede rear visibility. It is strongly recommended that you consult with the Chief Technical Inspector or the Race Director prior to installation.

A water or water/alcohol injection system (containing a maximum of 50% alcohol) for detonation suppression is permitted. This system must be declared to the Tech Inspectors, who will inspect and possibly seal the tank.

---

## TIRE REGULATIONS

---

**Load Carrying Capacity:** All tires must have an equal or greater load carrying capacity than the original tire. (Example: Suppose the base tire for your car was a P205/65HR15 rated @ 1400 lbs. In this example, that means that any replacement tire for your car must also have a load rating of at least 1400 lbs., regardless of tire size, speed rating or the Division/Class in which the vehicle is competing. Modern tires may use a "load index" or "service description" number instead of a weight rating, but the concept is the same.)

**Speed Rating:** The car must be equipped with tires having a speed rating equal to or higher than the OEM specification of the car to compete in any class, including Touring. In addition, the tires used must have a speed rating **equal to or exceeding the top speed of the vehicle as determined by its current configuration.**

- A. **Touring Division:** DOT approved U rated tires are the minimum standard. Higher rated tires are recommended.
- B. **Grand Touring Division:** DOT approved V rated tires are the minimum standard. Higher rated tires are recommended.
- C. **Grand Sport Division:** DOT approved Z rated with W suffix tires (168 mph) are the minimum standard. DOT "Z" rated with "Y" suffix tires (186 mph) are highly recommended and are **the minimum for GS6**. DOT "Z" rated with (Y) (parentheses) tires (186+ mph rating) are highly recommended.
- D. **Super Sport Division:** DOT approved Z rated with Y suffix tires (186 mph) are the minimum standard for the SS1 class. DOT approved Z rated with (Y) (parentheses) suffix (186+ mph) or approved racing tires are highly recommended for SS1 and are required for the SS2 class. If NASCAR-type racing tires are used, safety inner liners are highly recommended.

### General Requirements:

- A. Tires or wheels may not rub on any part of the suspension, frame, or bodywork.
- B. Tubes will not be allowed in tubeless tires in any class. The use of tube-type tires is discouraged and will be closely scrutinized at Tech Inspection.

- C. Valve stem caps, made of metal, with "O" ring seats, are mandatory. These are available at most auto parts stores. (If you forget, they are available at Tech Inspection for a ridiculously inflated price!)
- D. Tires must be in excellent condition and suitable for sustained use at the car's maximum speed in the event. They **should** not be more than 4 years old. However, we are aware that newly purchased tires can sometimes be 1 or more years old at the time of purchase. If your tires fall into this category, please consult with the Chief of Tech before taking any action.

NOTE: The tire production date can be found inside a small oval stamp on the inside sidewall. It is usually a 4-digit number indicating the week and year of production. For example, if the number is "1505," then the tire was produced in the 15<sup>th</sup> week of 2005. (If the number is only 3 digits, the tire was produced prior to 2000 and is **too old to be used**.) You will be asked to provide these dates on your Tire Inspection Form in your entry packet. PLEASE contact us if you have any questions, and we will help you.

- E. **The use of repaired or plugged tires is not permitted.** Tire failures are the #1 cause of open road racing accidents, so consider your tire condition very carefully!
- F. Tires must be mounted on wheels of proper width as listed by the tire and wheel manufacturer.
- G. Some very lightweight aluminum wheels are commonly sold for drag racing usage. These are not suitable for use in any road race type event, including this one. The wheel manufacturer usually makes that point clear in their specifications. Please be certain that you do not use these wheels.
- H. Tires must be inflated to an appropriate pressure for high speeds (generally, somewhat higher than the car's tire sticker specification). A minimum cold inflation pressure of 30 psi is suggested. We do not recommend going above the maximum cold inflation pressure specification listed on the sidewall.
- I. Excessive negative camber, often associated with "racing" alignments, should be avoided. Although it slightly increases cornering ability, this is far outweighed by the fact that, in open road racing, it can result (and has resulted) in excessive wear and subsequent tire failure at the inside edge of the tread.
- J. Tire Speed Rating Information: The following tire-industry speed-rating information is made available to the entrant in order to assist their preparation:

**Q= 100mph R= 106mph S= 112mph T= 118mph**

**Note: Q, R, S and T tires are not permitted in this event!**

**U= 124mph H= 130mph V= 149mph Z= 149mph+**

**Z suffixes: W= 168mph Y= 186mph (Y)= 186+ mph**

*Note:* Some people have inquired about using non-DOT "real" racing tires in lower speed classes. Given that racing tires are far more susceptible to puncture, we would recommend using an appropriate DOT-approved tire. We see no reason, however, to disallow the use of racing tires in lower Divisions, but strongly recommend that extra care be taken when using such tires.

Certain DOT-approved "racing" tires that do not have speed ratings are not appropriate for sustained high speed usage and are not allowed. This would include almost all DOT drag tires and many DOT autocross and road race tires. (If the tire does have a speed rating, it can be used subject to the normal rules above.)

Please contact MKM or the Chief of Tech, well in advance, if you have any doubts about your tires.

## Appendix A - Roll Bar Specifications

**Roll Bar:** A Roll Bar is mandatory in the Grand Sport Division and recommended for vehicles in Touring and Grand Touring. All open top vehicles in all classes are required to have roll bars. OEM "pop-up" roll bars, approved OEM rollover structures, or factory reinforced roll structures may be allowed to substitute for a roll bar but will be evaluated on a per car basis. The Race Director and the Chief of Tech will decide whether such a structure qualifies as a substitute for a Roll Bar, and their decision is final.

**Basic Design Considerations:** The basic purpose of the roll bar is to protect the occupants in case the vehicle rolls over. It should be designed to prevent serious body shell deformation in the case of a collision or of the car turning over. A roll bar is comprised of a structural frame or hoop and mounting points.

The top of the roll bar shall not be below the top of any occupant's helmet in a closed car and a minimum of two (2) inches above any occupant's helmet in an open car when the occupant is in the normal position with helmet on. It shall not be more than six (6) inches behind either occupant.

The two vertical members forming the sides of the hoop shall not be less than fifteen (15) inches apart, inside dimension, at their attachment points to the uppermost main chassis member.

If certification of roll cage construction cannot be provided, an inspection hole of at least 3/16 inch diameter must be drilled in a non-critical area of the roll bar member to facilitate verification of wall thickness. This should be at least three inches from any weld or bend.

**Material:** The roll bar hoop and all braces must be of seamless, ERW (Electric Resistance Welded), DOM (Drawn over Mandrel) or CREW (Cold Rolled Electric Welded) mild steel tubing, with DOM being the preferred choice. Chrome alloy tubing, such as 4130, is not recommended since the strength of the area adjacent to the welds will be impaired if the structure isn't normalized, and because of the difficulty in making satisfactory welds.

The size of the tubing to be used must be determined on the basis of the weight and speed potential of the car. Refer to chart below. The main hoop and support braces must be of the same size.

**Fabrication:** The main vertical hoop must be of one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. All welding must be of the highest possible quality with full penetration and will be subjected to very critical inspection. Arc welding, particularly TIG, should be used wherever possible. Gussets should be welded at the junction of any tubes. Welds may not be ground down to improve appearance.

**On vehicles of Space frame or Frameless Design:** It is important that the structures be attached to the vehicles in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube of the frame. On vehicles of frameless construction, consideration should be given to using a vertical roll bar hoop of 360 degrees completely around the inside of the car, and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

**Bracing:** The braces must be of the same size tubing as used for the roll bar itself. All roll bars must be braced in a fore or aft direction with the brace attached within six inches of the top of the hoop, and at an angle of at least thirty (30) degrees from vertical. It is required that a diagonal brace be used to triangulate the main hoop and it is highly recommended that this brace be attached at the top on the driver's side, and to the bottom on the passenger side.

An additional horizontal bar to support the main hoop is recommended. In addition, this bar should be installed at the height no more than 2" above or below the driver's shoulders while seated in the driver's position. The shoulder harness should be attached to this bar.

**Mounting Plates:** Roll bars and braces must be attached to the frame of the car whenever possible. Mounting plates must be used for this purpose. In the case of cars with unitized or frameless construction, mounting plates must be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible, with 4"x 4x1/8" the minimum size desired for spreader plates. A back up plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together using grade-eight (8) bolts and Self-locking nuts or double nuts if welding is not possible. It is preferred that

the plates be tack welded or welded to the car's frame. On some vehicles this exact size is not an option and square area of the spreader plate must be calculated to spread the maximum load expected in the worst-case scenario.

**Removable Roll Bars:** Removable roll bars and their braces must be very carefully designed and constructed to be as least as strong as a permanent installation. The removable sections MUST "bottom out" onto the mounting plate so as not to put all of the stress on the connecting bolt.

If one tube fits inside another to facilitate removal, the removable portion must bottom on the permanent mounting, and the mounting hardware used to secure each joint must be at least grade eight (8) or better. It is recommended that the telescope section be at least eight inches in length.

**Other Designs:** Deviations from the above will be considered.

**Roll Bar Padding:** Roll bar padding must be used to protect the occupants in all areas of possible contact. It must be of material (readily available) that is designed for this purpose. SFI-approved padding is highly recommended.

**Minimum Tubing Sizes:** The size of the tubing to be used shall be determined on the basis of the weight and speed potential of the car.

### Roll Bar Tubing Chart

Weight	Steel	Minimum Tubing Size
Under 1500 lbs.	Mild Steel	1.50" O.D. X .120 wall
	Alloy Steel	1.50" O.D. X .090 wall
Over 1500 lbs.	Mild Steel	1.75" O.D. X .120 wall or 1.625" O.D. X .133 wall
	Alloy Steel	1.75" O.D. X .090 wall

(It is recommended that vehicles weighing in excess of 3200 pounds use 2.00" tubing.)

## Appendix B - Roll Cage Specifications

**Roll Cage Division Requirements:** A Roll Cage is mandatory in the Super Sport Division. The roll cage must be designed and made so that, when correctly installed, they substantially reduce body shell deformation and so reduce the risk of injury to occupants. The essential features of Roll cages are sound construction (designed to fit the particular vehicle), adequate mountings, and a close fit to the body shell. Tubes must not carry fluids. The safety cage must not unduly impede the entry or exit of the occupants.

**Division Requirements:** Bolt-in roll cages are allowed in the Super Sport SS1 class and below; fully welded cages are recommended. At least one door bar must be used on both sides of the vehicle. The use of a NASCAR style door bar incorporating at least 2 bars that extend into the door and are supported by vertical upright bars is recommended. The factory side impact bar may only be removed if using a NASCAR style cage design.

**Super Sport SS2 Division Requirements:** Fully welded roll cages are required. Bolt-in roll cages are not allowed. The roll cage must be welded to a major structural frame or be a part of the major structural frame. A NASCAR style roll cage is highly recommended.

Door intrusion bars are required on both sides of the vehicle. A minimum of two bars is mandatory, and three or more are recommended. The use of a NASCAR style door bar incorporating at least 2 bars that extend into the door and are supported by vertical upright bars is recommended.

The cage should be triangulated at as many points as possible and the liberal use of gussets, welded at each joint, is mandatory.

**Basic Design Considerations:** A roll cage is comprised of a structural frame or hoop, a perimeter roof hoop, door bars, fore and aft bracing and diagonal supports all arranged in such a manner so as to prevent occupant injury in the event of a rollover and to structurally improve the integrity of the vehicle.

The top of the roll cage main hoop shall not be below the top of any occupant's helmet in a closed car and a minimum of two (2) inches above any occupant's helmet in an open car when the occupant is in the normal position with helmet on. It shall not be more than six (6) inches behind any occupant.

The two vertical members forming the sides of the hoop shall attach to the outermost main chassis member. If certification of roll cage construction cannot be provided, an inspection hole of at least 3/16" diameter must be drilled in a non-critical area of the main hoop to facilitate verification of wall thickness. This should be at least three inches from any weld or bend.

**Material:** The roll cage hoop and all braces must be of seamless, ERW (Electric Resistance Welded), DOM (Drawn over Mandrel) or CREW (Cold Rolled Electric Welded) mild steel tubing, with DOM being the preferred choice. Chrome alloy tubing, such as 4130, can be used but is not recommended since the strength of the area adjacent to the welds will be impaired if the structure isn't normalized, and because of the difficulty in making satisfactory welds. The size of the tubing to be used must be determined on the basis of the weight and speed potential of the car. Refer to chart below. The main hoop and support braces must be of the same size.

**Fabrication:** The main vertical hoop must be of one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure. All welding must be of the highest possible quality with full penetration and will be subjected to very critical inspection. Arc welding, particularly TIG, should be used wherever possible. Gussets should be welded at the junction of any tubes. Welds may not be ground down to improve appearance.

On vehicles of Space frame or Frameless Design: It is important that the structures be attached to the vehicles in such a way as to spread the loads over a wide area using spreader plates. It is not sufficient to simply weld the bars to body or frame material. The roll cage must be designed in such a way as to triangulate the designed structure of the vehicle. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads.

**Bracing:** The braces must be of the same size tubing as used for the roll bar itself. All roll cages must be braced in a fore or aft direction with the braces attached within six inches of the top of the verticals and at an angle of at least thirty (30) degrees from vertical. It is required that a diagonal brace be used to triangulate the main hoop and it is highly recommended that this brace be attached at the top on the driver's side and attached to the bottom on the passenger side.

An additional horizontal bar to support the main hoop is recommended. In addition, this bar should be installed at the height no more than 2" above or below the driver's shoulders while seated in the driver's position. The shoulder harness should be attached to this bar. A head restraint is recommended.

**Mounting Plates:** The main hoop and braces must be attached to the frame of the car whenever possible. Mounting plates must be used for this purpose. In the case of cars with unitized or frameless construction, mounting plates must be used to secure the structure to the floor and body of the car. The important consideration is that the load be distributed over as large an area as possible, with 4"x 4x1/8" the minimum size desired for spreader plates. The plates must be tack welded or continuous welded to the car's frame. On some vehicles this exact size is not an option and square area of the spreader plate must be calculated to spread the maximum load expected in the worst-case scenario.

**Other Designs:** Deviations from the above will be considered.

**Roll Bar Padding:** Roll bar padding must be used to protect the occupants in all areas of possible contact. It must be of material (readily available) that is designed for this purpose. SFI-approved padding is highly recommended.

### Roll Cage Tubing Chart

Weight	Steel	Minimum Tubing Size
Under 2700 lbs.	Mild Steel	1.50" O.D. X .120 wall
	Alloy Steel	1.50" O.D. X .090 wall
Over 2700 lbs.	Mild Steel	1.75" O.D. X .120 wall or 1.625" X .133 wall
	Alloy Steel	1.75" O.D. X .090 wall

(It is recommended that vehicles weighing in excess of 3200 pounds use 2.00" tubing.)

**NOTES:**



# MKM RACING TECH INSPECTION SHEET 2010



minimum requirements only - not a complete listing of all requirements – see rule book

DIVISION	TOURING	GRAND TOURING	GRAND SPORT-LOWER	GRAND SPORT-UPPER	SUPER SPORT - 1	SUPER SPORT - 2
<b>SPEED CLASS</b>	95-100-105-110	115-120-125	130-135-140	145-150-155	165	175
<b>TECH SPEED</b>	<b>124</b>	<b>140</b>	<b>168</b> <b>(150 for Rookies)</b>	<b>168</b> <b>(172 for GS6)</b>	<b>185</b>	<b>200</b>
<b>FIRE EXTINGUISHER</b>	2.5 lb. Dry Chem	2.5 lb. Dry Chem	2.5 lb. Dry Chem	2.5 lb. Dry Chem	5.0 lb. System	5.0 lb. System
<b>BELTS/ 3" HARNESSES (No label under adjusters)</b>	3-pt.OEM belts < 5 yrs. recomm. No 4 pt.	5-6-7 pt. < 5 yrs	5-6-7 pt. < 5 yrs	5-6-7 pt. < 5 yrs	5-6-7 pt. < 2 yrs	5-6-7 pt. < 2 yrs
<b>ROLL BAR/ROLL CAGE</b>	Bar for Open Vehicle	Bar for Open Vehicle	Bar for all Vehicles	Bar for all Vehicles	Cage, bolt-in, 1 door bar	Cage, welded, 2 door bars
<b>FUEL CELL</b>	NO	NO	NO	NO	YES +BARRIER	YES +BARRIER
<b>CLOTHING</b>	Non-Syn. Full coverage, Gloves, Leather Shoes	Non-Syn. Full coverage, Gloves, Leather Shoes	3-2A/1 Nomex Suit w/Nomex underwear, or 3-2A/3	3-2A/1 Nomex Suit w/Nomex underwear, or 3-2A/3	3-2A/5 Nomex Suit w/Nomex underwear, or 3-2A/10	3-2A/5 Nomex Suit w/Nomex underwear, or 3-2A/10
<b>HELMET/EYE PROTECTION</b>	Approved Motorcycle* w/balaclava, or SA 00; Goggles	SA 00, Goggles	SA 00, Shield/ Goggles, horse collar	SA 00, Shield/ Goggles, horse collar	SA 00 Full Face Shield/Head Restraint/ Balaclava	SA 00 Full Face Shield/Head Restraint/ Balaclava
<b>TIRE SPEED RATING</b>	U min.	V min.	W min.	W min.; Y min.(GS6)	Y, (Y) or Race	(Y) or Race
<b>OTHER</b>	Windows or Arm Restraints	Window/ Window Net and Arm Restraints	Window/ Window Net and Arm Restraints	Window/ Window Net and Arm Restraints	Window/ Window Net & Arm Restraints	Window/ Window Net & Arm Restraints
<b>OTHER</b>	Arm restraints required if race harnesses used				Safety Wire/ Driveshaft Loop/ Eng. Restraints	Safety Wire/ Driveshaft Loop/ Eng. Restraints

\* - we do not allow helmets rated only DOT

### CHECK FOR ALL CARS

Metal Roof/Floor, as required	
Camera Mount	
Seat Mounts	
Clipboard Hard Mount	
Rear View Mirror	
No loose items in car	