



Rules

General Rules and Regulations

Southern California Sand Drag Association (SCSDA) makes and enforces the rules and may from time to time change, modify, add or delete any part or all of any rule at any time for any reason that is deemed necessary. The rules may be changed without notice; however SCSDA will endeavor to notify all affected races in a timely manner. SCSDA will not arbitrarily change any rule without review and decision by the Competition Committee.

The rules are developed to promote safe, competitive racing and should be interpreted in that manner.

SCSDA shall reserve the right to refuse racing privileges and/or pit access to anyone at any time.

SCSDA shall have the authority to appoint track officials as it deems necessary. Any person or group of persons that verbally or physically menace SCSDA or its officials may be **PERMANENTLY BARRED** from SCSDA events and will otherwise be dealt with in the harshest manner.

All entrants **MUST** attend all drivers meetings and make themselves aware of the racing circumstances as to not hinder the flow of the racing program. It is the responsibility of entrants/drivers to be aware of the race schedule and activities.

NO ALCOHOLIC BEVERAGES, DRUGS, or other ILLEGAL SUBSTANCES shall be permitted in the staging area. Drivers and riders shall not use any illegal/banned substances before or during an event as long as they remain in competition. Any driver or rider that is impaired shall not be allowed (disqualified) and no fees will be refunded.

Each driver assumes the complete responsibility for their pit crew or other persons associated with their vehicle. Any rules infraction committed by a crew member shall reflect directly upon the driver. It is the responsibility of the driver to rectify the problem or be subsequently penalized according to the rules stated herein.

No glass containers are allowed in the staging or racing area. It is suggested that glass containers not be used. Broken glass can cause injury to persons or damage to vehicles.

Specific Rules and Regulations

Sand drag racing, unlike asphalt drag racing is designed to be run on uneven sand or dirt tracks. In building, preparing, or modifying your vehicle for sand drag racing, a competitor should be aware that SCSDA will try to maintain a suitable racing surface. Issues in racing surface may include but not limited to: holes at the starting line or in the track surface, ridges down the track, uneven surfaces, and rocks or other debris on the track. These obstacles are not intended to make the race more difficult they are to be considered part of the sport. SCSDA will endeavor to remove all racing surface problems before the race. It is the responsibility of the racer to determine if the conditions are unsafe for their specific vehicle. It is the option of the racer to race or not. If the track is deemed suitable and the racer chooses not to race he/she will lose that race, but will not be disqualified from further competition.

Class or Bracket Explanation and General Regulations

Each race that is sanctioned by or run under the SCSDA rules will run by the general rules. However, the racetrack and promoter will determine how the brackets are aligned and scored. It is the responsibility of the individual racer to be aware of the race program.

Pro Brackets: Pro Brackets will be determined by time and adjusted according to SCSDA standards. Each SCSDA sanctioned event shall have the option to run full handicap brackets or time groups and will determine the number of said groups or brackets. The pros will race for a purse, based upon the number of entrants in each group, or for a guaranteed amount posted by SCSDA for each group or bracket.

Pro Brackets

Pro 1 – 3:74 – 3:10

Pro 2 – 3:75 – 4:25

Pro 3 – 4:26 and slower

Motorcycle Pro 1 - 4:49 and quicker

Motorcycle Pro 2 – 4:50 – 6:00

Sportsman Brackets: Sportsman, Pee Wee, ~~intermediate~~, and junior and junior dragster brackets are predetermined by SCSDA officials for each individual race. Brackets will be based upon the performance of the vehicles and their driver/rider. All sportsman races are trophy only, unless prizes are announced. Equality and fairness is assured to all entrants, either local or visitors. It is the racers responsibility to know and understand all rules. If you have any questions please consult a SCSDA official. SCSDA officials will provide assistance to ensure equality and a positive experience – and fun.

Sportsman brackets:

Sport 1 – 3:50 – 4:10

Sport 2 – 4:11 and slower

Motorcycle Sport 1 - 4:49 and quicker

Motorcycle Sport 2 – 4:50 and slower

Ladder Placement: Ladder placement is up to SCSDA standards; typically a random line up for first round pairings is used. If there are any questions, please ask a SCSDA official.

Bye Runs and Legal Singles: “bye” runs are predetermined by the number of racers in a bracket or group. A “bye” run is selected with a random number determined prior to building the ladder. No bracket or group will have a “bye” run in the final race (however, a “legal single” could occur). A “legal single” is a run that two racers are scheduled to race each other, and for some reason one racer can’t make the race. The racer that takes the starting line under his own power is an automatic winner and will advance to the next round. A vehicle on a “bye” or “legal single” run is not exempt from disqualification. Disqualifications on “bye” and “legal single” runs include, but not limited to: crossing the center line, going out of bounds, hitting the timing equipment. Breakouts will not be a disqualification. A competitor will have 30 (thirty) seconds to fire or fix his vehicle after his opponent has fired. A competitor will have 1 (one) minute to fire once the staging crew calls upon him to fire and proceed to the line.

Breakouts: A breakout is going faster than your dial-in time or bracket time. Breakout procedures will be in effect for all paired runs during eliminations. There is no breakout cushion. If both competitors breakout in the same run, then the competitor closest to their dial-in time will be declared the winner of that race regardless of who reached the finish first. Single or “bye” runs may run as fast as they wish without disqualification. However, if any other infractions occur the racer will be disqualified. For example, crossing the center line or hitting the timing equipment.

Registration and Tech: All vehicles must be registered before entering the staging lanes for time runs. No racer will be required to have more than the rules require, unless notified in writing by SCSDA. All vehicles must be inspected and pass tech at least once a year. All vehicles that have been inspected must display the inspection sticker at every race. If there is no current tech inspection sticker displayed, vehicle must go to tech inspection for a current sticker. Vehicle must be re-inspected if modified during the season/year.

Vehicle Numbers: No duplicate numbers will be allowed. No letters other than assigned letters will be permitted. SCSDA assigned numbers will always take priority over local numbers. Numbers may be requested and will be assigned on a first-come first-assigned basis. All vehicles must display their numbers in three places on the vehicle; one on each side of the vehicle and one on the front facing forward. The numbers must be easily ready by the staging crew. It is highly recommended that the numbers be 6 (six) inches tall for best visibility. Vehicles displaying more than 1 (one) number may be disqualified or not allowed to race until such problem is rectified to the satisfaction of the SCSDA officials. *Numbers may be secured by annual SCSDA membership*

Oil Capturing System: All race vehicles must have an oil capturing system under motors (oil drip pan) – **NO exceptions.**

Used oil: If an Oil Recycling/Disposal facility is not present, it the racers responsibility to take all oil off the premises. In the event of an oil spill, it is the racers responsibility to remove affected soils and dispose of properly.

**Requirements to protect the environment will be strictly enforced
and violations may be subject to fine**

Race Procedures

These procedures will be followed at all SCSDA events. All participants are to know and follow these procedures. If a driver does not comply, disqualification may result with no refund of fees.

- a. It is the driver's responsibility to be in the proper staging lane when his/her class is to be run, and to have the vehicle ready to run when called upon. Cooling or heating the engine is the driver and crew's responsibility and should be completed before the vehicle is called to the starting line. It is not the staging crew's responsibility to tell the driver when to fire for heat, nor is it their responsibility to cool the vehicles. Vehicles are to move through the staging line in a timely and orderly manner as directed by the staging crew.
- b. When in the staging lanes, the driver or crew member must remain close to the vehicle at all times and be ready to pull forward when asked to do so. Any unattended vehicle may be disqualified at the officials' discretion. If a vehicle fails to start there will be only a one (1) minute grace period. After the grace period expires, the other competitor will be sent to the starting line. The running competitor will be given the green light as soon as the vehicle stages, regardless if the other car fires or not. If both competitors fire and move out towards the track and one racer's car stalls, that racer will be given 20 (twenty) seconds to re-fire and be at the "ready cone." If the racer that stalled cannot make the 20 (twenty) second call to the "ready cone," that racer will be disqualified. If the stalled competitor does re-start their vehicle and make the "ready cone" within the 20 (twenty) seconds, the starter motions both drivers to the starting line where both drivers need to pre-stage within 7 (seven) seconds. This will eliminate the slow pre-staging vehicle to build heat while the other competitor does not overheat. This scenario would only apply to a competitor who loses fire after starting and pulling onto the track.
No equipment, batteries, tools, or trailers may be left in the staging lanes.
- c. When directed to do so by a track official, the driver will pull to the pre-stage line and stage the vehicle. *All safety requirements must be in place before a driver leaves the starting line or risk disqualification.* At this point no person other than the officials and the driver are allowed to approach the vehicle. All staging must be unassisted (except Pee Wee's and Jr. Dragsters). Once a vehicle is fully staged (both lights on) the other competitor has 7 (seven) seconds to completely stage his/her vehicle. If the other competitor is not fully staged within the allotted time, auto-start will start the staged vehicle, thus re-lighting the non-staged vehicle. If it is apparent to the starter that both vehicles are playing games, the starter will motion the vehicles to the line. If neither vehicle will pre-stage, then at his discretion, the starter will activate the tree, thus causing both vehicles to re-light and be disqualified without reinstatement for that race.
- d. Once a race has been concluded the racers will drive or maneuver their vehicles to the extreme side of the shut down area or into the hook-up area if provided. If the vehicle is driven back to the pit area it must be along the designed roads and with care, not exceeding the speed limit of **10 (ten) mph**. Vehicles that must be towed should be removed from the track area as fast as possible to expedite the racing program. Any driver who does not operate his/her vehicle in the appropriate manner is subject to disqualification and/or expulsion and/or loss of points for that race and/or year. **This rule is designed to be as tough as necessary to make the pits and return road safe for everyone. The speed limit applies to all vehicles, tow, pit bikes, cars, trucks, and race vehicles.**
- e. Eliminations: The entrant and vehicle must be in proper staging lane before the lanes are closed. Any entrant not in the lanes when eliminations begin for that bracket will be disqualified, unless other arrangements have been made prior to the start of eliminations.

Infractions

A rules infraction occurs when there is a violation of a rule or procedure. Infractions vary in degree of severity. The following is a partial list of infractions listed in order of severity.

1. Menacing an official, either verbally or physically
2. Crossing the center line
3. Hitting a cone, timing equipment, or going out of bounds either to the side or center of the track
4. Excessive wheel stands, burnouts, or loss of control of the vehicle as determined by the SCSDA officials
5. A red-light foul or leaving before the timing system is activated
6. Breakout during eliminations **REMEMBER: First foul – worst foul** (see explanation at the end of rule section)

Not completing the course under power is not an infraction; however vehicle must stage and start the timing equipment under its own power to be considered a run. (*No “walking” into the staging lights*) This also applies to points and awards. If a vehicle breaks and cannot return to the next round of competition, the broken vehicle will not be awarded points or awards for the next round. If both vehicles break and do not make the full run, then both vehicles will be disqualified from the next round.

Exception: Once a red-light, breakout or out of bounds foul occurs, the broken opponent (if they have started the timing equipment) will be declared the winner. If no red-light, breakout, or out of bounds occurs, the vehicle crossing the finish line first will be declared the winner. There will be no re-run.

Legal Single and Bye Runs - A vehicle on a “legal single” or “bye” run is not exempt from disqualification due to the commission of an infraction. If on a “legal single” or “bye” run the driver goes out of bounds, he/she will be disqualified. There will be no points or awards for that run. Breakouts and red-lights are not grounds for disqualification on “legal single” and “bye” runs.

Dual or Paired Runs

- a. In a case where both vehicles fail to fire or have mechanical problems, and neither can stage, then the run may (at the discretion of the SCSDA officials) be postponed to the end of that round for that class. If neither vehicle can fire and make it to the line, then both will be disqualified. Points or awards will stop being earned in the round of breakage.
- b. If 1 (one) vehicle is properly staged and the other vehicle does not stage or show a forward motion for any reason, within the allotted time, that race will become a “legal single” run and is subject to the single run rules. The vehicle that has failed to stage is considered a no show and is hereby disqualified. The timing equipment is set on “auto start” and it must see 3 (three) lights on to activate the system. The drivers in the sportsman classes will have 10 (ten) seconds to fully stage, pro classes will have 7 (seven) seconds to fully stage.
- c. *Any re-runs resulting from track error **must** be re-run.*

Track, Pit, and Staging Lane Rules

Pit area: No automobile engine may be started or run without a person in the driving position. No motorcycle powered vehicle may be started or run without a person standing beside the throttle and kill switch.

Staging lanes: The driver is responsible for the conduct and actions of his/her pit crew and all persons with him/her. Any penalties and/or rules infractions will be assessed against the driver as well as the person involved. No alcoholic beverages, drugs or controlled substances shall be allowed in the staging area. Drivers shall not use any of the above-mentioned substances before or while still in competition.

Any driver that is noticeably intoxicated or otherwise unsafe to race will be disqualified on the spot, with no recourse.

Track Area: No person, other than track officials will be allowed on the track after the car is in the pre-stage lights. Infractions will result in immediate disqualification of the vehicle involved. No vehicle may be worked on or touched by the crew after the vehicle's front wheels have entered the 25-foot zone before the starting line. A vehicle will be disqualified if a member of the crew trips the light beam (either intentionally or inadvertently) while either vehicle is approaching the line for competition. Burnouts and intentional roll-through's are **NOT** accepted.

- If a competitor notes a rule infraction or a dangerous condition, immediately notify the track officials. SCSDA appreciates help by the races and crew in recognizing rule infractions or dangerous conditions. However, SCSDA does not expect *or* encourage competitor enforcement of the rules. Any rule infractions must be brought to the officials prior to the race. Any complaints "after the fact" will not alter the results of any of the previous race(s).
- No Excessive engine revving will be allowed
- No trans-brake checks or nitrous purging is allowed in the staging lanes!

Safety Requirements

Safety is extremely important! Safety requirements will be strictly enforced!

Because of the wide variety and diversity of the types of vehicles that we have in sand drag racing, it is hard to describe and mandate specific rules for each vehicle type. We have made the rules as broad as we can to cover all vehicles in competition; however, occasionally innovative people come up with something new. Anything not covered by these rules will be dealt with on an individual bases, to the best of our ability. It is solely the responsibility of the driver to comply with these rules. It is not SCSDA, the officials, or your crew's responsibility to protect you.

Designated vehicle types are:

Type 1 – Dragsters, Buggies, Rails, UTVs, ATVs, - automotive powered (Class A)

Type 2 – Pick-ups, hardtops, and stock or stock appearing, 4-wheel drive (Class A)

Type 3 – Motorcycle, Snowmobile, or non automotive powered (Class M)

Unless otherwise stipulated, all safety rules apply to all vehicles. Every driver must have all the required safety equipment for themselves and their vehicle before making an attempt at the track. If the driver is in the staging lanes or rolls up to the starter without their required safety equipment, they will not be allowed an attempt at the track.

It's Your Life – Protect it!

Arm Restraints: Arm restraints are recommended for all classes that are driven. They are required for any vehicle faster than 2.99 seconds. Any driven (sit in) junior, junior dragster, intermediate or Pee Wee is recommended to have arm restraints. Open cockpit cars 4.25 seconds and quicker are required to have arm restraints (dragster, altered, roadster, jeep, etc.) All arm restraints must be worn and adjusted in such a manner that the driver's arms or hands cannot extend outside the roll cage. Arm restraints shall be combined with the driver restraint system such that the arm restraints are released with the driver restraints.

Ballast: All weight boxes or ballast material must be securely mounted to the frame or frame structure. Minimum 2 ½" diameter steel bolts are required to hold 100 pounds.

Batteries: All batteries must be securely bolted down. Any battery in the driver's compartment, or where the driver is not protected by a firewall, must have a cover sufficient to keep acid off the driver. Inner tubes and rubber straps are prohibited. A battery shut-off switch should be located in the rear of the vehicle in case of an emergency. This allows crew or track personnel to shut vehicle and all electrical components off in an emergency situation; i.e. fire or crash. It should be located on the positive side of the battery and kill the engine when turned off.

Blowers: All blowers require explosion restraints. Blower blankets/*bags* are required for all Top Fuel and Blown Alcohol cars. Blower blankets/*bags* are **RECOMMENDED** in all other classes with a blower. *Top Eliminator cars: blower blankets/bags are RECOMMENDED during 2013 season and will be MANDATORY for 2014 season.*

Brakes: All Type 1 and Type 2 vehicles must be equipped with a minimum of 2 (two) functional hydraulic axle brakes or 1 (one) large functional brake if mounted on live axle. No "go-cart" brakes. No excessive lightening or drilling of brake components is allowed.

Chain Guards: All chain-driven vehicles must have a 180-degree guard if other than factory components are used, or if engine location has been altered. All Class A vehicle guards must be 3/16" steel or 1/4" aluminum minimum. All Class M vehicles must have a guard that will prevent any part of the driver/rider's body, clothing or boots from coming in contact with the chain or sprockets. Bodywork is not considered a chain guard. Guard must be two times the thickness of the thickest link with a minimum of 1/8" steel or aluminum. In no way any part of the rider/drivers body parts should be able to contact chains, sprockets, or any other "drive" device.

Clothing: All vehicles quicker than 3.75 are required to have a full fire suit (jacket, pants, and gloves). Jacket and pants must be minimum SFI rated 3.2A/1 and gloves 3.3/1. Jacket meeting SFI rated 3.2A/1 required for vehicles running 4.25 and quicker or any vehicle with nitrous. Neck brace is mandatory for vehicles running 4.25 and quicker. Class M riders are required to wear a minimum of a long sleeve shirt or **non**-nylon jacket, long pants, boots and gloves. All riders must have eye protection! Any rider faster than 3.5 seconds will be required to have full riding leathers or Nomex 2-layer fire suit. **No** nylon clothing of any type will be allowed.

Top Fuel, Blown Alcohol, A-Fuel, Top Eliminator, Fast Four drivers must wear a minimum 3.2A/5 jacket and pants. Gloves meeting SFI 3.3/5 and neck brace SFI 3.3. Full face SNELL rated 00 or newer or equivalent required. Crewmembers that must assist the starting procedures must wear long pants, a short or long sleeve shirt and closed toe shoes while assisting vehicle. **No tank tops**

Driveline loops and shields: All Class A vehicles shall have minimum 1/8" by 1" flat steel or 1" diameter round tube driveline loops on the front joint or each shaft. All drivelines exposed to the driver must have full-length 180 degree shields of 1/8" steel or 1/4" aluminum.

Exhaust Systems: All exhaust must be safely directed away from the vehicles and driver. No flex pipe is permitted.

Eye protection: Mandatory in all open cockpit or Class M vehicles.

Fire Extinguishers: All front engine Class A vehicles faster than 4 (four) seconds are required to carry a full 2 1/2 lb. dry chemical or CO2 fire extinguisher, with a securely mounted quick release type mounting. No tape. Extinguishers are recommended for all other vehicles or support vehicles.

Floorboards & Firewalls: Floorboards are mandatory on all vehicles where it is necessary to keep the drivers feet within the frame. Floorboards may be made of securely mounted aluminum, expanded metal, steel or screen. No fabric or netting is allowed. Firewalls must be made of metallic, non-flammable material. Holes must be kept to a minimum where linkages and lines pass through firewall.

Frames: See roll bars and cage

Fuel: Fuel lines should be made of steel, steel braid or other metallic material. Rubber fuel lines should be avoided in all circumstances. Fuel tanks must be sealed from the driver's compartment with a non-flammable material. Fuel tanks must also be protected by frame or chassis cage. If outside frame, it should be protected by a fabricated steel structure to keep the tank from rupturing if impacted.

Fuel Shut-off: A fuel shut-off is required on all vehicles fitted with an electric fuel pump or pressurized fuel system. This shut off must be plainly marked and easily accessible to the driver or person outside the vehicle.

Helmets and Eye Protection: NHRA approved helmets are required for all competitors (SNELL or DOT approved). Full-face shield or shatterproof goggles are required for all open vehicles. Sunglasses or eyeglasses are not considered protection.

Kill Switch: All vehicles must have a plainly marked kill switch that is easily accessible to the driver or person outside the vehicle. All cars started by other than the driver from the driver's position must have a positive ground attached to the coil(s) or mag(s) to prevent accidental starting when not intended. All rider-type vehicles must have positive ignition cut-off switch attached to a lanyard. Switch must be on the low voltage side of the ignition circuit.

Roll Bars and Cage: Roll bars and cage will be visually inspected. Due to different requirements and designs of the frames, we will not be specific for weight of the vehicle and speed of the vehicle. However, we will not accept anything smaller than 1" .095 mild steel for the main frame. Top Fuel and Blown Alcohol roll cages must be a minimum of 1 ½" OD .095 mild steel or 1 ½" chromoly .065. Roll bar padding is required in all classes where the driver's helmet may contact the roll cage in the event of an accident.

Parachutes: Mandatory in Top Fuel, Blown Alcohol, Top Eliminator, and A-Fuel. For Top Fuel and Blown Alcohol cars, the parachute **MUST** be deployed every run. Parachutes must be ready for deployment prior to staging. Safety pins must be removed from the pack even if the driver does not intend on using the parachute.

Scatter shields: All type A vehicles running faster than 5 seconds must have an approved NHRA 260 degree bell housing or other approved device. All planetary gear-type transmissions must have a SFI approved blanket or shield.

Seatbelts and Shoulder Harness: All vehicles that are driven in a driver's compartment or area are required to have quick-release type safety belts and shoulder harness (5-way belts minimum). Belts must be fastened to the frame or roll cage with minimum 5/16" hardened steel bolts. All belt fittings must pull in a direct line with predetermined impact. Under no circumstances are the belts to be mounted with a bolt through the webbing. All stock vehicles may use stock seat belts and shoulder straps.

Starters: All vehicles must be self-starting. No pull or push starting is allowed. Kick starting is allowed, if factory installed. Neutral safety switch is mandatory on all vehicles. No vehicle should be able to start "in gear."

Staging Devices: Any staging device must be rigidly and securely mounted to the vehicle. It must be a minimum 16" long and extend from the front of the vehicle rear-ward to the front wheels. If the vehicle stages with the body panels or undercarriage it could result in a red-light foul. It is up to the driver to make this choice. There is no recourse in a staging foul. **No** electronic staging device, which is keyed to or triggered by the starting or timing system, is allowed. Such a device in the vehicle, working or not, is grounds for disqualification. Delay boxes will be allowed.

Tail-lights: Tail-lights are required for racing after sun-down. If the lights on the track are on, tail-lights must be on. The light must be visible to the starter when the vehicle is at the far end of the race track.

Throttle: All throttles must have 2 (two) return springs attached directly to the carburetor or injector throttle arm and must return to a fully closed position under all circumstances. Toe straps are also required on all vehicles faster than 5 (five) seconds.

Tires and Wheels: Other than stock tires, only approved commercial paddle tires are acceptable. No vehicle may have more than one tire and wheel at each location. No dual paddle tire vehicles are permitted at any SCSDA sanctioned event.

Welds: All frames and roll cages must be adequately welded. The quality of the weld will be visually inspected. Grinding of welds is not permitted.

Wheelie Bars: Any vehicle exhibiting big wheel stands will be required to have a wheelie bar. Excessive wheelies are a rule infraction and are subject to disqualification. The wheelie bar must support the weight of the vehicle and driver when jacked up by the wheelie bar. Four-bar construction is highly recommended.

General Information

It is the authority of SCSDA and its officials to make decisions that shall include and cover every facet in connection with the track, conduct of the race and behavior of the participants. It shall also include the right to suspend, bar, expel, or disqualify anyone from any event, without liability of any kind or nature. In any dispute involving rule interpretation, the SCSDA rules shall prevail. Any problems not covered by the rules will be ruled upon by SCSDA and the SCSDA officials will make all rulings and all rulings will be final.

Rule Book Disclaimer: No expressed or implied warranty of safety shall result from the publication of or the compliance with these rules and/or regulations. This set of rules and regulations is intended as a guide for conduct of this sport and all contestants participate at their own risk. By paying admission and/or entry fees the contestant and/or guardian acknowledge and accept full responsibility for any consequences that may arise, and hold harmless the Southern CA Sand Drag Association.

Bracket Racing: The SCSDA and its sanctioned track run a handicap system of bracket racing. Brackets are broken into time frames and type of vehicles. Vehicles that fall into that time and type will race together. The computer starts the race according to the dial-in selected by the participant. This gives a slower vehicle the same chance to win as the faster vehicle. With this program the SCSDA can provide equality for all racers from the youth brackets to the top pro brackets. Top Fuel, Blown Alcohol, A-Fuel and Pro Mod are the only classes that run heads up with no dial-in.

Suggested Brackets

Youth Division: *(Revised February 2013)*

Junior: Rider 9 years of age and older

Pee-Wee: Rider 8 years of age and younger

Junior Dragster: Driver 9 years of age and older

Junior Dragster: Driver 8 years of age and younger

~~It is up to SCSDA officials, to the best of their ability, to place kids in the class or brackets based upon skill and ability more so than age. Mature juniors may be allowed to race in the slower sportsman classes on a case by case evaluation~~

Sportsman 1 and 2: Racers that choose not to race in the pro categories or who cannot go fast enough to qualify for pro classes

Pro 1, 2, and 3: Pro categories are based on time framed brackets and may vary from track to track and event to event. All bracket times are decided by the SCSDA Competition Committee. All pro categories will run a pro "Christmas" tree. All 3 (three) yellow lights will appear at one time, 4 (four) tenths of a second after the yellows, the green light will be activated. A perfect reaction time is .0000001.

M Class: M classes are designated as motorcycle, snowmobile, outboard engine or any other non-automotive powered vehicle. M class times are determined by SCSDA Competition Committee.

- **M-P1:** Pro, motorcycle powered
- **M-P2:** Pro, motorcycle powered
- **M-S1:** Sportsman, motorcycle powered
- **M-S2:** Sportsman, motorcycle powered (This class may be added as needed)

Pro Mod 20.00: Front engine, no suspension required, appropriate body panels, 20.00 Sand Tires Unlimited, 130” wheel base maximum, .400 Pro tree, heads-up, any fuel and engine combination. (NO NITRO-METHANE due to insurance restrictions) All general safety rules apply.

Pro Mod – unlimited: same as Pro Mod 20.00, may run any rear tire combination

Top Fuel, Blown Alcohol, Top Eliminator, A-Fuel: All drivers upgrading or never competed in Top Fuel, Blown Alcohol, Top Eliminator, A-Fuel (with exception; see below) will have to license at an SCSDA event. Any driver upgrading to Top Eliminator or A-Fuel does not have to re-license for the new class. All licensing will include 60’ pass, ½ track pass, and a full pass with parachute use on the final pass. See SCSDA official prior to first attempt.

Explanation: This is an explanation of several rules that in the past seemed to have several interpretations. We wish to eliminate as many as possible. The following is the ruling and explanations by the Competition Committee:

Sand Bag Rule: You may dial in faster than your time trial runs, but you may not dial out of the bracket you qualified for, either faster or slower.

First or Worst Foul: Once the first foul is committed, the opponent will be declared the winner. However, the winner is subject to all the rules and may be disqualified on the same run for a disqualifying procedure after the first foul was committed. First foul would then be reinstated. Example: Competitor in the left lane red lights, competitor in the right lane goes out of bounds and/or hits the timing equipment. Left lane competitor is reinstated; right lane competitor is disqualified for a worst rule infraction. The red lighting competitor will advance to the next round. One infraction can offset the other. Once a competitor stages, rolls through the beams under its own power, it is considered a run. If both competitors stage, leave the starting line under their own power with one of the competitors “breaking out” while the other breaks after rolling through the beams, the broken car would be the winner.

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Revisions are in italic