



MKM RACING MOJAVE MILE SHOOTOUT

RULE BOOK SUPPLEMENT for LAND SPEED RACING ENTRIES

To make it easier for our friends in Land Speed racing to participate in the Mojave Mile Shootout, MKM is pleased to release the following Land Speed Supplement to our rule book.

(last revised: 1/18/2010)

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The following two items are added to the Rule Book under "Description of Divisions":  
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- Land Speed Auto (LSA): A special division for cars used in Land Speed racing. Vehicle must have a current SCTA log book (filled out, please!) and matching chassis sticker, must meet all applicable SCTA technical requirements, and must have passed a recent tech inspection by SCTA/BNI or USFRA. (This means that the car must have previously run in an SCTA/BNI or USFRA event. Log books/stickers will not be available at this event.) Drivers must have all SCTA-required equipment, just as if they were running at a normal Land Speed event. A Technical Inspection will be done at the event, using the SCTA/BNI Technical Inspection Form. Streamliner classes and vehicles requiring assisted starts are not allowed. Vehicle speed limits (Tech Speeds) will be generally based on the tire speed limitations imposed in the SCTA rule book. Cars running over 175 MPH must have a parachute, as per usual SCTA practice. See Appendix D for full divisional details.

- Land Speed Motorcycle (LSM): A special division for motorcycles and sidecars used in Land Speed racing. The vehicle must have a current SCTA log book (filled out, please!) and matching chassis sticker, must meet all applicable SCTA technical requirements, and must have passed a recent tech inspection by SCTA/BNI or USFRA. (This means that the vehicle must have previously run in an SCTA/BNI or USFRA event. Log books/stickers will not be available at this event.) Riders must have all SCTA-required equipment, just as if they were running a normal Land Speed event. A Technical Inspection will be done at the event, using the SCTA/BNI Technical Inspection Form. Full streamliners and vehicles requiring assisted starts are not allowed. Land Speed Sidecars are allowed and are exempt from the MKM two-wheel limit on motorcycles. Vehicle speed limits (Tech Speeds) will be generally based on the tire speed limitations imposed in the SCTA rule book. See Appendix D for full divisional details.

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The following item is added to the Rule Book under "Competitor Qualifications and Licensing":  
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All Land Speed entrants still require MKM speed licensing. Certain current (two years old or less) SCTA competition license holders will be granted automatic MKM Licensing as follows: UNL/AA/A = MKM Unlimited; B/C = MKM Sportsman. (All entrants qualify for MKM Basic licenses, so automatic licensing for SCTA D/E licensees is unnecessary.) SCTA license holders should note the level of their license on the entry form. Since SCTA does not have separate auto and motorcycle licensing, the type of MKM license(s) granted (motorcycle and/or auto) will be determined by the racer's experience, **which must be documented for MKM to inspect.** All motorcycle licensees must have a motorcycle endorsement on their driver's license. These license grants will be subject to modification or denial by the Event Director if he deems it necessary.

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The following item is added to the Rule Book at the top of Page 11:  
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Vehicles in Land Speed divisions (LSA and LSM) will be exempt from all rules and specifications after this point in the book, except for Appendix D. SCTA rules and the specifications in Appendix D will apply instead.

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The following pages (Appendix D) are added to the end of the Rule Book:  
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# Appendix D

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## Divisional Requirements for Land Speed Competitors

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### Land Speed Auto Division (LSA) Speeds: tire-dependent, up to No Limit

The following are the minimum requirements for the Land Speed Auto Division:

- A. **Eligibility:** This division is open only to four-wheeled vehicles used for Land Speed racing sanctioned by SCTA/BNI or USFRA. All vehicles in this division must already have a current, filled-out official SCTA log book and matching current official chassis sticker, and must have passed a recent SCTA/BNI or USFRA tech inspection (within the last two years). USFRA 130 and 150 club experience does not qualify. SCTA log books/stickers will not be available at this event.
- B. **Numbers:** MKM will issue an official vehicle number sticker which must be affixed to the left side of the vehicle. Vehicles may also display their SCTA-assigned number, however, this will not be used for timing and scoring purposes. It is suggested that the SCTA number be covered up to avoid confusion, but this is not required.
- C. **Licensing/Speeds:** All drivers must hold a current, valid MKM Auto license. An MKM Sportsman license is required for speeds over 150 MPH and an MKM Unlimited license is required for speeds over 205 MPH. Drivers are required to hold a current (less than two years old) SCTA competition license, and will be granted automatic MKM Licensing at the appropriate level, as stated previously, with the proviso that auto racing experience (as opposed to only motorcycle) is required to receive an MKM Auto license above Basic. The speed limit (breakout speed) for any run in this division is the lesser of the driver's License Speed and the car's Tech Speed.
- D. **Fuel:** Any SCTA-eligible Gasoline or Fuel. Nitrous Oxide is permitted subject to SCTA rules.
- E. **SCTA Classes not permitted at this event:** S (streamliner) classes; HH classes.
- F. **Vehicle standards, vehicle and personal safety equipment:** Our intent is to have Land Speed cars and drivers equipped and prepared just as they would be for a normal Land Speed event. Each vehicle and driver must meet SCTA technical and safety requirements, sufficient to pass an SCTA technical inspection for their vehicle class, as set forth in the SCTA Rule Book. MKM vehicle and safety equipment rules and technical specifications will not apply.
- G. **Tires and speed limits:** Generally based on SCTA rule 2.F, as follows: (Must be automobile tires; motorcycle tires not allowed.)
  - DOT S rated tires are the minimum MKM standard and are approved for speeds up to 115 MPH.
  - DOT T rated tires are approved for speeds up to 120 MPH.
  - DOT U rated tires are approved for speeds up to 125 MPH.
  - DOT H rated tires are approved for speeds up to 150 MPH.
  - DOT VR or ZR rated tires (with any suffix) are approved for speeds up to 200 MPH.
  - (exception to SCTA limits) MKM will allow DOT Z rated tires with (Y) suffix (if shaved), DOT Drag Radials, or DOT Radial Road Racing tires for speeds up to 220 MPH, but only if they have 6/32 tread depth or less.
  - Other than the above, special racing tires are required for speeds above 200 MPH. NASCAR Speedway tires or non-DOT Road Racing slick race tires, if properly sized and fitted, are acceptable for speeds up to 250 MPH, subject to MKM pre-approval. If NASCAR tires are used, safety inner liners are highly recommended.
  - Any speed above 250 MPH requires special certified LSR tires and MKM pre-approval.
  - In all cases where speeds greater than 220 MPH are expected, or non-DOT tires are used, you must consult with MKM for tire pre-approval, well prior to the event.
- H. **Starting:** Please remember that this is fundamentally a standing-start event. Unfortunately, at this time we are not able to allow assistance (push starts and/or crew members) at the starting line. The car must come from the staging lanes to the starting line, stop there, start and complete its run, and then exit the runway, under its own power. Recovery tow-backs from the far end are allowed, but not required unless it would be unsafe to drive the vehicle back on its own.

- I. **Brakes and Stopping:** Since strong braking systems are sometimes not present on LSR cars, and since we have less than a mile to stop, we will inspect all vehicles in this division for their potential braking ability. Cars without a parachute are limited to 175 MPH. Any vehicle going "out the back door" into the dirt will not be allowed to run again without further inspection and review by race officials, who may impose a lower speed limit or bar the vehicle from further competition.
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## **Land Speed Motorcycle Division (LSM)**

### **Speeds: tire-dependent, up to No Limit**

The following are the minimum requirements for the Land Speed Motorcycle Division:

- A. **Eligibility:** This division is open only to two-wheeled motorcycles and three-wheeled sidecars used for Land Speed racing sanctioned by SCTA/BNI or USFRA. All vehicles in this division must already have a current, filled-out official SCTA log book and matching current official chassis sticker, and must have passed a recent SCTA/BNI or USFRA tech inspection (within the last two years). USFRA 130 and 150 club experience does not qualify. SCTA log books/stickers will not be available at this event.
- B. **Numbers:** MKM will issue an official vehicle number sticker which must be affixed to the left side of the vehicle. Vehicles may also display their SCTA-assigned number, however, this will not be used for timing and scoring purposes. It is suggested that the SCTA number be covered up to avoid confusion, but this is not required.
- C. **Licensing/Speeds:** All riders must hold a current, valid MKM Motorcycle license. An MKM Sportsman license is required for speeds over 150 MPH and an MKM Unlimited license is required for speeds over 205 MPH. Riders are required to hold a current (less than two years old) SCTA competition license, and will be granted automatic MKM Licensing at the appropriate level, as stated previously, with the proviso that motorcycle racing experience (as opposed to only automobile) is required to receive an MKM Motorcycle license above Basic. In all cases the rider must have a motorcycle-endorsed state-issued driver's license, as required by both SCTA and MKM. The speed limit (breakout speed) for any run in this division is the lesser of the rider's License Speed and the bike's Tech Speed.
- D. **Fuel:** Any SCTA-eligible Gasoline or Fuel. Nitrous Oxide is permitted subject to SCTA rules.
- E. **SCTA Classes not permitted at this event:** S (streamliner) classes.
- F. **Vehicle standards, vehicle and personal safety equipment:** Our intent is to have Land Speed vehicles and riders equipped and prepared just as they would be for a normal Land Speed event. Each vehicle and rider must meet SCTA technical and safety requirements, sufficient to pass an SCTA technical inspection for their Land Speed class, as set forth in the SCTA Rule Book. MKM vehicle and safety equipment rules and technical specifications will not apply.
- G. **Tires and speed limits:** Generally based on SCTA rule 7.B.8, as follows: (Must be motorcycle tires; automotive tires not allowed except with express MKM pre-approval.)
  - DOT S rated tires are the minimum MKM standard and are approved for speeds up to 115 MPH.
  - DOT H rated tires are approved for speeds up to 130 MPH.
  - DOT V rated tires are approved for speeds up to 150 MPH.
  - Shaved DOT V-rated tires, or DOT ZR rated tires, are approved for speeds up to 200 MPH.
  - DOT ZR rated tires with W or (W) suffix, or approved racing tires, are required for higher speeds.
  - Any speed above 265 MPH requires special LSR tires and pre-approval by MKM.
  - Any use of non-DOT tires requires MKM pre-approval.
- H. **Starting:** Please remember that this is fundamentally a standing-start event. Unfortunately, at this time we are not able to allow assistance (push starts and/or crew members) at the starting line. The vehicle must come from the staging lanes to the starting line (may be pushed by the rider), stop there, start and complete its run, and then exit the runway, under its own power. Recoveries/tow-backs from the far end are allowed, but not required unless it would be unsafe to ride the vehicle back on its own.
- I. **Brakes and Stopping:** Because we are concerned that some vehicles in this division might not be able to stop in the distance available, we recommend fitting full front and rear brakes, with hydraulic disc brakes greatly preferred. We will inspect all vehicles in this division for their potential braking ability. Any vehicle going "out the back door" into the dirt will not be allowed to run again without further inspection and review by race officials, who may impose a lower speed limit or bar the vehicle from competition.