

Big Bend Open Road Race



Rules, Regulations, & Technical Specifications

2018

Big Bend Open Road Race Inc.

A Non-Profit Corporation

The Big Bend Open Road Race (“BBORR”) is a competitive motor sports event, the conduct of which is governed by BBORR Officials in accordance with its Rules, Regulations & Technical Specifications. These Rules, Regulations & Technical Specifications may be amended from time to time, along with any special rules, regulations & technical specifications that may be issued by BBORR for a specific event and/or any applicable agreement to which BBORR is a party.

These Rules, Regulations & Technical Specifications are intended as a guide and are in no way a guarantee against any harm to spectators, entrants or others. No express or implied warranty of safety shall result from the issuance of, or compliance with these Rules, Regulations & Technical Specifications, or any subsequent version.

Any situation not included or not specifically covered in the Rules, Regulations & Technical Specifications will be acted upon by BBORR officials and their decisions will be final and non-negotiable.

BBORR will perform an inspection of the required safety equipment for an assurance of its presence on the vehicle. This inspection is primarily a courtesy to the entrant and in no way expresses or implies a warranty of safety. Responsibility for the safe installation and use of this safety equipment is the sole responsibility of the entrant.

You are reminded that all motor sports are dangerous and that the safety of yourself and your race vehicle is solely your responsibility. Please pay particular attention to the minimum safety equipment required in the following Rules, Regulations & Technical Specifications of the BBORR.

For any questions, please contact BBORR at:

Big Bend Open Road Race Inc.

*P.O. Box 416
Fort Stockton, TX 79735*

Phone – (432) 336-2264 Fax – (432) 336-6114

Website: <http://www.bborr.com>

Email: cvb@fortstockton.org

ATTENTION!

In the event there is any difference between this version of Rules, Regulations & Technical Specifications and the version you receive in your Confirmation Packet, the version in your Confirmation Packet will take precedence.

The Big Bend Open Road Race (“BBORR”) reserves the right to amend or change the rules at any time in the interests of safety, subject only to giving all entrants adequate notice.

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Part 1: RULES & REGULATIONS

1.1 Acceptance:

All persons or groups making an official entry to the BBORR event are to be familiar and knowledgeable of the following rules, regulations and technical specifications. An entrant's participation in the event and signature on the official entry form shall constitute an acknowledgement and acceptance of them. An entrant must be a BBORR member in good standing. The decision of the organizers in their interpretation and enforcement of these rules, regulations and specifications are final.

1.2 Competition & Publicity Waivers:

All persons admitted to the pre-grid, race-grid and/or other restricted areas of BBORR sanctioned events must obey all of the Rules, Regulations & Technical Specifications set forth by BBORR. Each person admitted must complete and sign all releases of liability requested by BBORR.

- a) All entrants empower BBORR to represent them in assigning rights for reproduction of sanctioned events by electronic, broadcast and/or print media and automatically assign rights to utilize their name, facsimile, etc., in media related materials and/or advertising and promotion of sanctioned events.

1.3 Entry Procedures:

An official BBORR application for entry must be completed, SIGNED, LEGIBLE, AND ENTRY FEE ENCLOSED when submitted. On site application for entry will be accepted at scheduled official registration only on a space availability basis.

- a) **INCOMPLETE ENTRIES WILL NOT BE ACCEPTED.**
- b) **BBORR RESERVES THE RIGHT TO REJECT OR REFUSE ANY ENTRY AT ANY TIME.**

1.4 Cancellation Policy:

All cancellations and request for refund must be made in writing to the Big Bend Open Road Race, BBORR PO Box 416, Fort Stockton, TX 79735 or by email at cvb@fortstockton.org or phone (432)336-2264.

Entries cancelled at least 30 days prior to the event are eligible for a refund. Entries will be refunded minus the membership fees and a 10% handling fee.

Entries cancelled at least 14 days prior to the event are eligible for a refund of 50% of their paid entry fees minus the membership fee and a 10% handling fee.

No refund option is available to entries cancelled within 13 days to the event.

- a) All fees (except un-expired membership fees) will be forfeited for entries cancelled within 13 days of the event.
- b) Event 'NO-SHOWS' forfeit all fees. (except any unexpired membership fees)
- c) **NO EXCEPTIONS**

1.5 Entrants:

Any person, or persons, taking part in the event must be registered by BBORR this includes the crews, media, sponsors, associate sponsors and event officials. Credentials and course entry identification will be issued and will be used to control access to the restricted race areas.

1.6 Participation Limit:

Entry of more than one vehicle per Driver is not permitted.

- a) BBORR reserves the right to limit the number of entries.

1.7 Age Regulations:

The Driver must be at least 18 years of age or older at the start of the event.

- a) It is recommended that the Co-Driver (Navigator) be at least 18 years of age or older, however a Navigator younger than 18 years of age will be considered - if prior arrangements are made.
 - 1. A parent or legal guardian's signature and special waiver must be obtained.
 - 2. It is required that a Navigator under 16 years of age has a parent or legal guardian as the Driver.
 - 3. The parent or legal guardian has the responsibility to see that a Navigator younger than 18 years of age be outfitted with the proper safety equipment.

1.8 Medical Regulations:

All divisions require that each Driver have a current and complete Medical Information Form or a medical card from a recognized motor sports organization on file with BBORR for each event.

1.9 Race License & Participant Qualification Regulations:

All Drivers must have a valid state, military or international driver's license.

- a) The following is required for all Divisions: The Driver must have a valid Rookie Certificate of Completion from another recognized open Road Race Organization. i.e. Silverstate Classic Challenge, Sandhills ORRC or have completed the BBORR Rookie Orientation & Qualifying held prior to each event.
- b) A photocopy of the entrant's valid certificate must be on file with registration and must be kept updated by the entrant.
- c) If an entrant has a competition certificate other than outlined above, the entrant should submit a photocopy of the certificate, a copy of the rule book of the organization and a copy of the most recent results he/she has competed in to the Race Director or Race Coordinator for approval.
- d) If an entrant is attempting to enter the Unlimited or Super Sport Division, without having a certificate of completion from BBORR, or another recognized open road racing organization, 1.9, C above is mandatory. The decision of the Race Director and/or Chief Instructor is final.
- e) A first time open road race driver must enter and finish as a participant in the Street Rod, Touring Division unless prior arrangements are made with the Race Director and/or Chief Instructor.
 - 1. The arrangement will be based on previous motor sports competition experience and the decision of the Race Director and/or Chief Instructor is final (see 1.9 B, C & D above).
- f) A photocopy of vehicle insurance is required.
- g) Motorcycles are not allowed.

1.10 **Driver/Co-Driver's Meetings:**

Driver/Co-Driver meetings are **MANDATORY**.

- a) It is each Driver/Co-Driver's responsibility to learn of each meeting and attend.
- b) Failure to attend these meetings may cause disqualification.

1.11 **Driver Changes:**

CHANGES MUST BE REPORTED TO REGISTRATION PRIOR TO NOON ON THE DAY BEFORE THE EVENT. Changes within Divisions are permitted, but changes out of Division are permitted only with Race Coordinator & Race Director approval.

- a) If a Driver wishes to change places with a Co-Driver and the Co-Driver is qualified and correctly registered, the change may be made at the discretion of the Race Director and must be done before the close of Registration, the day prior to the event.
- b) **NO DRIVER OR CO-DRIVER CHANGES WILL BE ALLOWED AFTER REGISTRATION CLOSES.**
- c) The Driver/Co-Driver may drive as a team, each becoming a Driver; switching positions for one leg of the race. The Co-Driver must be qualified as a Driver and have filled out and submitted the proper paperwork to registration - prior to the close of registration.

1.12 **Sponsor Decals & Car Numbers Regulations:**

Indicate the car number preferred plus two alternates on your entry application. In case of duplication the earliest entry will be awarded the requested number.

- a) Organizers will furnish all required race numbers, (3 sets). All car numbers and official event decals must be displayed on both sides of the race vehicle. The car number must also be displayed on top of the vehicle with the top of the number facing the front of the vehicle. Other commercial decals, logos and advertising is permitted, but should be tastefully displayed.
- b) **THE CAR NUMBERS AND DECALS PROVIDED MUST BE AFFIXED TO THE RACE VEHICLE BEFORE BEING TECHED. NO ENTRANT WILL BE ALLOWED TO COME TO PRACTICE WITHOUT CAR NUMBERS AND DECALS BEING AFFIXED.**
- c) Assignment of a car number is available for a fee and is based on continuous participation.
 - 1. The number holder may temporarily assign the number to another entrant.
 - 2. For purchase of lifetime number contact BBORR Office.

1.13 **Protests:**

Protest will be accepted until official results are posted for the event.

- a) Protests must be registered in writing and accompanied by \$200.00 in cash to Race Coordinator.
- b) Protests must be registered in writing within 30 days of the time the preliminary results are posted for the event.

1.14 **Event Officials:**

The Race Director will be the event master for each event. It is the Race Director's responsibility to conduct the event and supervise the race itself.

- a) A Driver/Co-Driver's access to the course is at the sole discretion of the Race Director.
- b) The Race Director will coordinate and supervise the areas of safety, communications, emergency personnel, airplane monitors and course control officials.

1.15 **Timing:**

The Chief of Timing & Scoring shall set start intervals. Electronic Timing with manual backup will be used. If the electronic system fails the manual backup will be considered official.

- a) Entrants will be timed from a standing start.
- b) A cumulative total of both legs of the event shall constitute the official scoring, unless the race is shortened, for any reason, by race management.
- c) If the race director red flags the race, for any reason, all classes with vehicles stopped on the course will not have that leg of the race included in the overall average. This will be true even if a class has only one vehicle stopped on the course.
- d) The race record (highest average speed) in the unlimited division must be set with a complete race. Both the South and North legs of the race must be completed before the overall average speed in Unlimited may be considered for the race record.

1.16 **Disqualification:**

The following items are reasons, but not the sole reasons, for disqualification.

- a) Any misrepresentation of the Entry, History or Medical information is grounds for disqualification from the event and forfeiture of all entry and membership fees.
- b) Disregard of safety or the rules, regulations and technical specifications.
 1. Disregarding a Yellow or Red flag or a Course Control Official.
- c) If an entrant receives a speeding ticket, or other safety related complaint from local Law Enforcement officials, the entrant may be disqualified.
- d) A vehicle that exceeds its Technical Speed Threshold (Tech Speed) as determined by the Division/Class Regulations will be disqualified and not counted in the results. If an entrant exceeds his/her tech speed on the southbound race leg he/she will be disqualified at the turnaround. The disqualified entrant will have to wait until the race road is open to all traffic or take another route to return to Fort Stockton.
- e) Any vehicle in the Touring or Street Rod Divisions that exceeds the 112 MPH SR1 (85), 124 MPH all other classes and all other divisions, Tech Speed will be disqualified and not counted in the results.
- f) If, in the opinion of event officials, the Tech Speed is exceeded in an excessive and reckless manner, in any Division, the entrant will be disqualified and may be suspended for one year or banned from ever participating in a BBORR event.

- g) Reckless or dangerous driving, at any time during, or prior to, the entire event, on or off the designated racecourse, in the sole opinion of the race officials, will be grounds for disqualification. No protest over this ruling will be allowed. Actions deemed counter to the positive image desired by Open Road Race participants will be grounds for disqualification.
- h) Any entrant finishing the event with an average speed that is above his/her class speed by 10 MPH or more will be disqualified and not counted in the results.
- i) Any Super Sport Division entrant finishing the event with an average speed below his/her class speed by 10 MPH or more will be disqualified and not counted in the results.
- j) A Radar/Laser Detector may not be carried in the race vehicle. Use of a Radar/Laser Detector during the race will cause the entrant to be disqualified and not counted in the results.
- k) Any entrant acting in manner unbecoming to a Big Bend Open Road Racer.
- l) Any entrant going over tech speed or passing during official practice runs, may be disqualified from practice/race. This ruling will be made by BBORR Race Director.
- m) Any entrant disqualified from practice or race may be:
 1. permanently banned from any BBORR event
 2. banned from next BBORR event
 3. **required to take Rookie Orientation again**
 4. to move down in class in the next event entered
- n) A driver cannot switch to another vehicle during the race. This is grounds for disqualification and suspension from the BBORR.

1.17 **Technical & Safety Inspection:**

The purpose of the Technical Safety Inspection is to insure the entrant is in compliance with the *Rules, Regulations & Technical Specifications*.

- a) It is the Driver's responsibility to insure the safety and race worthiness of his/her vehicle.
- b) No equipment shall be assumed "approved" because it went through inspection unobserved, or because this rule book does not specifically exclude it.
- c) All vehicles must be maintained in a safe condition at all times. Passing inspection does not relieve the Driver of any liability.
- d) The decisions of the organizers in their interpretation and enforcement of the Rules, Regulations & Technical Specifications is final.
- e) An entrant must present him/herself, Co-Driver, if any, and the race vehicle to Technical Inspection ready to race including, but not limited to the following:
 1. All safety equipment installed.
 2. All clothing and personal safety equipment required for both Driver and Co-Driver.
 3. The vehicle must be free and empty of all loose items not required in the race.
 4. Laptops, clipboards, etc. must be secured such that they cannot move in case of an incident.
NOTE: If your car has an airbag they cannot be mounted in front of the participants unless the airbag, has been disabled.
 5. All camera mounts with cameras must be installed secured and tethered.

6. Re-Inspection/Alteration/Damage after passing tech, it is the drivers responsibility to inform Officials or the Event Director if the vehicle has undergone any repairs or been subjected to any damage after first inspection. This includes ANY off-road episodes or ANY accident. Failure to do so will result in disqualification. No modifications are permitted after the final inspection unless requested by the Race Director, or his/her appointed officials.
 7. Vehicles that do not meet the minimum technical inspection standards of a particular Division will be transferred to the appropriate Division to which they qualify. There will be no adjustment of the entry fee in this circumstance (see "a" above).
- f) A Tech Sticker will be issued, signed by the Chief of Tech, or Assistant Chief of Tech, affixed to the upper left side of the front window of the race vehicle and include the following information.
1. Date of event, car number, division, class, tech speed, and signature of COT or ACOT.
- g) Any vehicle not in compliance with the Rules, Regulations & Technical Specifications will not be issued a tech sticker and will not be allowed to race.

1.18 **Tech Speed:**

Tech Speed is the top speed allowed for a race vehicle as determined by the standards of the Division Regulations and authorization of the Race Director. The Race Director has full discretion with regards to competitors' Tech Speed.

- a) Race officials will take speed-readings at irregular intervals along the course to determine compliance with the registered Tech Speed.
 1. These readings will be considered official and final.

1.19 **Fuel & Equipment Restrictions:**

No nitrous oxide injection or similar power increase system is allowed. NITROUS BOTTLES MUST BE REMOVED. No proportion of nitro methane or similar additive is allowed.

- a) No fuel may be carried in the vehicle in any container other than the fuel cell or tank.
- b) If a race vehicle carries alcohol the entrant must notify the Race Director and/or the Chief of Inspection.
 1. Failure to do so may cause disqualification.

1.20 **Race Re-Entry:**

You may **NEVER** re-enter the course once stopped for any reason this includes any & all driver error incidents. Once stopped, give "Thumbs Up" signal to nearest course worker to indicate that you are okay. If you need emergency assistance **THE EVENT WILL BE STOPPED AND ASSISTANCE WILL BE SENT TO YOU.** Once stopped, you are there until the end of the race and the road is opened to all traffic. If you stopped for a Red Flag, you will be advised about how to proceed by a course control official.

1.21 **Disabled and/or Slow Vehicle:**

Any vehicle that is disabled must pull off the racecourse as far from the racing surface as possible (stay clear of tall grassy areas).

- a) Any entrant who fails to pull off and continues at a sustained speed less than 30 MPH under his/her target speed (70 MPH for Touring and Street Rod Divisions and 135 MPH for Unlimited) may be disqualified and suspended for one (1) year and/or including one additional event and may be required to take rookie course again if such action is deemed unsafe by race officials.

- b) At no time may an entrant slow his/her vehicle below a safe speed or stop - on the racecourse - in order to correct his/her average.

1.22 **Passing & Being Passed:**

Passing in the race is allowed - in a safe and courteous manner.

- a) **DURING PRACTICE AND/OR QUALIFYING, UNDER NO CIRCUMSTANCES CAN YOU PASS ANOTHER VEHICLE. THIS WILL BE GROUNDS FOR DISQUALIFICATION FROM THE RACE.**
- b) Passing another race vehicle is the primary responsibility of the overtaking vehicle.
- c) The vehicle being overtaken has a responsibility to allow the overtaking vehicle room to make a safe pass.
- d) At no time will weaving or blocking be tolerated in order to obstruct a pass.
 - 1. This behavior will be considered unsafe driving.
 - 2. Will be disqualified or banned
- e) Passing a Safety, EMS, Fire, Tow or Sheriff's vehicle, on the course, during the race, is not allowed unless waved by in an obvious manner.

1.23 **Flags & Course Control Official Signals:**

Obey all Course Control Officials and all flag instructions at flag stations along the course and at the Start/Finish lines. Failure to obey a Course Control Official may cause disqualification. There are only two flags, with three meanings, that will be displayed on the course.

- a) Standing Yellow Flag.
 - 1. Caution - there may be something on the roadway ahead e.g. water, dirt, gravel, debris, coolant, etc.
 - 2. You should reduce speed and be prepared to maneuver until passing the problem area.
 - 3. If a Course Control Official motions you to move over to one side of the road or another, do so and maintain this position for at least the next five (5) miles or until clear of the caution area.
- b) Waving Yellow Flag.
 - 1. Extreme Caution - there may be something partially blocking the roadway ahead, perhaps another car.
 - 2. Reduce speed and be prepared to maneuver until passing the problem area.
 - 3. If a Course Control Official motions you to move over to one side of the road or another, do so, reduce speed and maintain this position for at least the next five (5) miles or until clear of the caution area.
- c) Red Flag (may be waved or held).
 - 1. Stop as soon and as safely as possible - the race is stopped.
 - 2. Slowly proceed to the nearest Course Control Official. Never reverse direction on the race course.
 - 3. Wait for, and follow, instructions from Course Control Official.
- d) Disregarding a flag signal will be grounds for disqualification and possible suspension.

- e) It is recommended that you take caution when being signaled by a Course Control Official on any part of the course.

1.24 Purposely Built Race Cars:

Any purposely built race car that has experienced multiple mechanical failures during practice or the race will be dropped in categories in the next year's race according to race director's discretion.

- a) Fire suppression systems mandatory.
- b) Fire suppression systems will need to have 3 nozzles and must be installed to deploy agent in the entire engine compartment, fuel cell, and driver compartment.
- c) Vehicle must have an external fire system activation switch or cable, and is to be marked with a decal. (Mandatory)
Ex. EFSA
E – Emergency
F – Fire
S – System
A – Activation Switch
- d) Purposely built race cars must have Drive Line Hoops. (Mandatory)
- e) Windows or Window netting are mandatory.

Part 2: REGULATIONS, DIVISION, & CLASS STRUCTURE

Division	Classes	Tech Speed
Street Rod (SR)	SR1 (85)	112 MPH (Limited)
	SR2 (90), SR3 (95)	124 MPH (Limited)
Touring (T)	T1 (100), T2 (105), T3 (110)	124 MPH (Limited)
Grand Touring (GT)	GT1 (115), GT2 (120), GT3 (125)	140 MPH
Grand Sport (GS)	GS1 (130), GS2 (135), GS3 (140), GS4 (145), GS5 (150)	168 MPH
Super Sport (SS)	SS1 (115), SS2 (160)	180 MPH
Unlimited (UNL)	UNL	Unlimited

2.1 Basic Rules & Regulations:

- a) Division Class competition (except for Unlimited) will be determined by recording the closest average speed possible to the class speed, over or under.
- b) This average will be stated in miles per hour. (i.e., GS2 -135 MPH).
- c) Class trophies will be awarded for 1st, 2nd and 3rd place.
- d) Unlimited Class competition will be determined by the Driver recording the highest average speed (i.e., lowest elapsed time).
- e) Street Rod & Touring Division has an absolute Tech Speed of 112 MPH SR1 (85), 124 MPH all other classes, regardless of safety equipment installed.
- f) A first time open road race driver must enter and finish as a participant in the Street Rod or Touring unless prior arrangement is made with the Race Director and/or Chief Instructor.
 1. See Part 1, Rules & Regulations, 1.9 Race License & Participant Qualification Regulations).

Some Helpful Notes on Divisions and Classes:

The race is based on an arrangement of six Divisions and 17 Classes. It may appear confusing but it's really simple. First choose the Division and then the Class within the Division you wish to compete in (i.e., Grand Touring Division, Class GT3 - 125 MPH). You must have the correct safety equipment to be eligible for this class (the requirements are listed under each Division's minimum regulations).

In order to take a top trophy in your Class you must have the closest average speed to your Class (over or under). For example, if you are entered in GT3 and you average 125.000 MPH over the course and your closest competitor averages 125.001 MPH, you take the top trophy provided that you did not exceed your Tech Speed at any point on the racecourse.

You will be issued a "Tech Speed" during tech inspection and you can't exceed it anywhere on the course. The tech speed is what qualifies you for the Division and Class you have chosen.

SPECIAL NOTE: If an entrant flagrantly violates his/her tech speed, they will be disqualified and may be barred from future events. This kind of reckless driving only endangers the event, the lives of the people competing and of the officials and workers. An incident will ruin everyone's day. Please remember we are guests of the community and safety is everyone's responsibility.

If you are not sure about your safety equipment (especially tires), or any of the rules, regulations, or technical specifications, please contact the appropriate official with your question.

Part 3: REGULATIONS, RACE DIVISIONS

3.1 Street Rod & Touring Divisions - SR & T:

Tech Speed: 112 MPH SR1 (85), 124 MPH SR2 (90), SR3 (95), T1 (100), T2 (105), T3 (110) Classes: SR1 (85), SR2 (90), SR3 (95), T1 (100), T2 (105), T3 (110)

The following are the minimum regulations for the Street Rod Division.

- a) Any vehicle in the Street Rod Division, exceeding 112 MPH SR1 (85) 124 MPH - all other street rod and target classes will be disqualified and his/her results not recorded.
 1. These Divisions have a Technical Speed of 112 MPH SR1 (85) 124 MPH - all other street rod and target classes regardless of the safety equipment installed - this speed may not be exceeded.
- b) A 2.5 lb minimum, automotive BC handheld fire extinguisher, with a secure quick release mounting bracket made of metal, mounted within easy reach of the Driver and/or Co-Driver.
- c) A SNELL Foundation SA2010 or newer helmet in good condition with shatterproof eye protection is the minimum standard. a. Shatterproof eyeglasses will be the minimum standard. (Motorcycle helmets will not be accepted).
 1. If open cockpit, a full face SA2010 helmet will be required.
- d) Correctly installed factory seat belts, OEM or better, is the minimum standard.
 1. Belts must be in "as new" condition (see Part 6 - Restraint System Regulations).
 2. Belts of five (5) years of age are the minimum if other than factory or OEM belts.
 3. The installation and use of a proper racing safety harness is highly recommended.
- e) Non-synthetic clothing (cotton, wool, leather etc.), covering torso, arms and legs, plus gloves and leather topped shoes without holes are the minimum standard. Golf gloves and mechanic gloves are not considered appropriate (see Part 4 - Specifications, Driver's Suit).
 1. An SFI 3.2A/1 (or better) Driver/Co-Driver's suit and Driver's Accessories (shoes, balaclava, gloves, underwear) are highly recommended (see Part 4 - Specifications, Driver's Suit for all the ratings).
 2. A competition approved Roll Bar for an open vehicle is recommended (see Part 5 Roll Over Protection Specifications).
 3. Long hair and/beards require a fire resistant balaclava or head sock for both driver and navigators.
- f) DOT approved "U" rated tires (or better) will be considered the minimum standard. DOT approved "H" or better rated tires are recommended (see Part 7 - Tire Specifications). An "S" tire will be allowed in SR1 (85) class only.
 1. All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer's requirement.
 2. The use of tires with better ratings than OEM is recommended.
 3. Tires of four (4) years of age is the minimum.
 4. Tires must be in excellent condition and suitable for sustained use at the cars maximum speed.
- g) A radio scanner is recommended.
- h) At least one rear view mirror is required.

3.2 **Grand Touring Division – GT:**

Tech Speed: 140 MPH - Classes: GT1 (115), GT2 (120), GT3 (125)

The following are the minimum Regulations for the Grand Touring Division.

- a) A 2.5 lb minimum, automotive BC handheld fire extinguisher, with a secure quick release mounting bracket made of metal, mounted within easy reach of the Driver and/or Co-Driver.
- b) A SNELL Foundation SA2010 or newer helmet with shatterproof eye protection is mandatory. (Shatterproof eyeglasses will be the minimum standard, Motorcycle helmets will not be accepted).
 1. Proper racing goggles or a full-face helmet is recommended.
 2. A balaclava (head sock) is recommended.
 3. Long hair and/beards require a fire resistant balaclava or head sock for both driver and navigators.
 4. Helmet support and/or a helmet restraint system are highly recommended. (Check for SFI 38.1 Conformance label marked with inspection date)
- c) A five or six-point safety harness system that includes three-inch (3") shoulder and lap belts (see Part 6 - Restraint System Regulations).
 1. Three inch (3") lap and shoulder belts are the Minimum Standard required - (two inch (2") lap belts approved by SFI with labels and three (3") shoulder belts may be used in harness.) Two inch (2") shoulder harness accepted only if the HANS device is used by both Driver and Navigator.
 2. All belts must be dated and in "as new" condition and may not be more than five (5) years old.
 3. The use of a "cam-lock" locking system is recommended.
 4. Belts must be installed and used properly.
 5. Sternum belts are accepted for seats that do not support the shoulder straps. However large metal buckles are not recommended.
 6. Arm restraints mandatory. (SFI approved only)
- d) Non-synthetic clothing (cotton, wool, leather, etc.), covering torso, arms and legs, plus gloves and leather topped shoes (both without holes), is the minimum standard. Golf gloves or mechanic gloves are not considered appropriate.
 1. An SFI 3.2A/1 (or better) Driver/Co-Driver's suit and Fire-retardant Driver's Accessories (shoes, balaclava, gloves, underwear) are highly recommended (see Part 4 - Specifications, Driver's Suit for all the ratings).
- e) A competition approved Roll Bar for an open vehicle is required (see Part 5 - Roll Over Protection Specifications).
- f) A proper seat, designed for racing, is recommended.
- g) DOT approved "V" rated tires (or better) will be considered the minimum standard.
 1. DOT approved "Z" or better rated tires are recommended (see Part 7 - Tire Specifications).
 2. All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer's requirement.
 3. Tires of four (4) years of age is the minimum.
 4. Tires must be in excellent condition and suitable for staid use at the cars maximum speed.
- h) A radio scanner is recommended.

- i) At least one rear view mirror is required.

3.3 Grand Sport Division – GS:

Tech Speed: 168 MPH - Classes: GS1 (130 MPH), GS2 (135 MPH), GS3 (140 MPH), GS4 (145 MPH), GS5 (150 MPH)

The following are the minimum Regulations for the Grand Sport Division. To compete in the GS division an entrant must have completed one event in a BBORR GT division. This will allow entrant to compete in GS1. To compete in GS5, an entrant must have completed an event in a BBORR GS3 or a BBORR GS4 or have sufficient prior racing experience that is approved by the Race Director and Rookie Coordinator.

- a) A 2.5 lb minimum, automotive BC handheld fire extinguisher, with a secure quick release mounting bracket made of metal, mounted within easy reach of the Driver and/or Co-Driver.
- b) A SNELL Foundation SA2010 or newer helmet with shatterproof eye protection. (Motorcycle helmets will not be accepted)
 - 1. A full-face helmet is highly recommended.
 - 2. Proper racing goggles will be the minimum standard for eye protection.
 - 3. Helmet support collar or helmet restraint system is required.
 - 4. Helmet restraint system (Hutchins Hans, Simpson or similar design) highly recommended. (Check for SFI 38.1 Conformance label marked with inspection date)
- c) A five or six-point safety harness system that includes three-inch (3") shoulder and lap belts (see Part 6 - Restraint System Regulations).
 - 1. Three inch (3") lap and shoulder belts are the Minimum Standard required - (two inch (2") lap belts approved by SFI with labels and three (3") shoulder belts may be used in harness.) Two inch (2") shoulder harness accepted only if the HANS device is used by both Driver and Navigator.
 - 2. All belts must be dated and in "as new" condition and may not be more than five (5) years old.
 - 3. The use of a "cam-lock" locking system is highly recommended.
 - 4. Sternum belts are accepted for seats that do not support the shoulder straps. However large metal buckles are not recommended.
 - 5. Arm restraints mandatory in all GS classes. (SFI approved only)
- d) An SFI 3.2A/3 (or better) rated Driver/Co-Driver's suit is required, fire retardant shoes, socks and gloves are required.
 - 1. A fire retardant head sock for Driver/Co-Drivers with long hair (or facial hair) is mandatory.
 - 2. A single layer suit meeting SFI 3.2A/1 with SFI 3.3 underwear equals SFI 3.2A/3 - (see Part 4 - Specifications, Driver's Suit for all the ratings).
 - 3. A one-piece suit (coverall type) is highly recommended.
- e) A competition approved Roll Bar (see Part 5 - Roll Over Protection Specifications).
 - 1. Certain vehicles with built in OEM roll over structures may meet the minimum Roll Bar standard for the Division. Contact the Chief of Tech to inquire about a particular vehicle.
 - 2. It is highly recommended that an additional Roll Bar be added to those vehicles with approved OEM roll over structures.
- f) DOT "W" rated tires (or better) and approved "Z" rated tires.

1. All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer's requirement.
 2. DOT approved "Y" rated tires are recommended (see Part 7 - Tire Specifications).
 3. Tires of four (4) years of age is the minimum.
 4. Tires must be in excellent condition and suitable for staid use at the cars maximum speed.
- g) A large diameter, quick release, steering wheel with padded steering hub and collapsible steering column are highly recommended.
- h) At least one rear view mirror is required.

3.4 **Super Sport Division – SS:**

Tech Speed: 180 MPH - Classes: SS1 (155 MPH), SS2 (160 MPH)

The following are the minimum Regulations for the Super Sport Division. Entrants should contact Chief of Tech after careful examination of the rules for running in this class. To compete in the SS division, entrants must have completed at least one event in a BBORR GS5.

- a) A competition approved fire system with a nozzle in interior, one in engine, and one for fuel cell is mandatory.
 1. A 2.5 lb minimum automotive BC handheld fire extinguisher with a secure quick release mounting bracket, made of metal, mounted within easy reach of the Driver and/or Co-Driver.
- b) A competition approved racing fuel cell.
 1. Some vehicles are manufactured with an OEM fuel cell like tank. This fuel cell like tank may be approved for Super Sport. Contact the Chief of Tech.
 2. In an open compartment "hatch back" like vehicle (Camaro, Corvette, Porsche 928 etc.), a splash shield must be placed between the fuel cell and the Driver/Co-Driver compartment.
 3. A rollover fuel shut off valve and breakaway fuel lines are highly recommended.
- c) A full-face SNELL Foundation SA2010 (or newer) helmet (motorcycle helmets will not be accepted).
 1. A helmet restraint system is mandatory. (Check for SFI 38.1 Conformance label marked with inspection date)
- d) A five or six-point safety harness system that includes three-inch (3") shoulder and lap belt (see Part 6 - Restraint System Regulations).
 1. Three inch (3") lap and shoulder belts are the Minimum Standard required - (two inch (2") lap belts approved by SFI with labels and three (3") shoulder belts may be used in harness.) Two inch (2") shoulder harness accepted only if the HANS device is used by both Driver and Navigator.
 2. Arm Restraints are mandatory and a window net is mandatory for cars with no windows. (SFI approved only)
 3. All belts must be dated and may not be more than two (2) years old.
 4. The use of a "cam-lock" locking system is highly recommended.
 5. The use of triangular "Sprint Car" net on both sides of the Driver/Co-Driver's head(s) - as used in NASCAR - are highly recommended.

- e) An SFI 3.2A/5 (or better) rated Driver/Co-Driver's suit is required and fire retardant underwear, balaclava (head sock), shoes, socks and gloves are required (see Part 4 - Specifications, Driver's Suit).
 - 1. A suit meeting SFI rating of 3-2A/10, or greater, is highly recommended (treated cotton suits of any kind or rating will not be allowed).
 - 2. A one-piece suit is recommended.

- f) A competition approved Roll Cage (see Part 5 – Roll Over Protection Specifications).
 - 1. A bolt-in Roll Cage is allowed. A fully welded Roll Cage is preferred and highly recommended.
 - 2. The installation and use of additional rollover structure for a formula/open-topped racing vehicle is highly recommended and in some cases required. Please consult with the Chief of Tech if you intend to enter such a vehicle.
 - 3. A metal roof is mandatory to be welded to the cage on all cars with-out an integral welded-on roof. This is applied to cars with fiberglass or plastic roofs, removable or sliding tops and open cars. The exception is if the vehicle is a formula car and the metal roof would hinder the driver from exiting the vehicle.
 - 4. The metal must cover the driver compartment and passenger compartment unless the vehicle is driven solo.
 - 5. If the floor pan of the vehicle are not metal then a metal floor pan must be added to protect the intrusion/extrusion of the Driver/Co-Driver's and Navigator's feet and leg area. This should be attached to the Roll Cage.

- g) A proper racing seat, attached to the Roll Cage, is mandatory (consultation with the Chief of Tech recommended).
 - 1. The use of head restraints ("wings") on the racing seat is mandatory if "Sprint Car" nets are not used (see 4d above).

- h) A drive shaft loop for front engine rear-wheel drive vehicles that would impede a ground strike by the front of the drive shaft is required.

- i) DOT approved "Y" rated (or better) or approved racing tires are standard (see Part 7 - Tire Specifications).
 - 1. All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer's requirement.
 - 2. It is highly recommended that the tires have a greater Load Carrying Rating than the OEM tires.
 - 3. Tires of two (2) years of age is the minimum.

- j) Padded steering hub is required.
 - 1. A quick release, steering wheel and collapsible steering column is mandatory.

- k) Recommendations
 - 1. Engine Restraints.
 - 2. Coolers or radiators for all fluids (engine, brake, transmission, rear-end and power steering) are highly recommended.
 - 3. The use of distilled water only (no-antifreeze) for engine coolant is highly recommended.
 - 4. Double clamped hoses is highly recommended

- l) At least one rear view mirror is required.

3.5 **Unlimited Division – UNL:**
Tech Speed: Unlimited MPH - Class: Unlimited (UNL)

The following are the minimum Regulations for the Unlimited Division. Entrants should contact Chief of Tech after careful examination of the rules for running in this class.

- a) All Drivers and Co-Drivers must be at least 21 years of age unless otherwise approved by the Race Director and Chief of Tech.
- b) The minimum speed for the Unlimited Class is 135 MPH.
 - 1. Below this speed the vehicle is considered disabled and must pull off.
- c) In order to enter, the Driver must have successfully completed at least one previous open road event in the BBORR SS division or higher, or received a waiver from BBORR based previous competition experience.
- d) A 5 lb fire suppression system with one nozzle interior, one in engine, and one fuel cell is mandatory.
 - 1. A 2.5 lb minimum automotive BC handheld fire extinguisher with a secure quick release mounting bracket, made of metal, mounted within easy reach of the Driver and/or Co-Driver.
- e) A competition approved racing fuel cell (no OEM fuel cell tanks in Unlimited).
 - 1. In an open compartment "hatch back" like vehicle (Camaro, Corvette, Porsche 928 etc.), a splash shield must be placed between the fuel cell and the Driver/Co-Driver compartment.
 - 2. A rollover fuel shut off valve and breakaway fuel lines are highly recommended.
- f) A full-face SNELL SA2010 (or newer) helmet (Motorcycle helmets will not be accepted).
 - 1. A helmet restraint system is mandatory.
- g) A five or six-point safety harness system that includes three-inch (3") shoulder and lap belt.
 - 1. Three inch (3") lap and shoulder belts are the Minimum Standard required - (two inch (2") lap belts approved by SFI with labels and three (3") shoulder belts may be used in harness.) Two inch (2") shoulder harness accepted only if the HANS device is used by both Driver and Navigator.
 - 2. Arm Restraints are mandatory and a window net is mandatory.
 - 3. All belts must be dated and may not be more than two (2) years old.
- h) A Driver/Co-Driver's suit meeting SFI 3.2A/5 (or better) and fire retardant underwear, head sock, shoes, socks and gloves (leather palms okay) are required (see Part 4 - Specifications, Driver's Suit).
 - 1. A suit meeting SFI rating of 3-2A/10, or greater, is highly recommended (treated cotton suits of any kind or rating will not be allowed).
 - 2. A one-piece suit is recommended.
- i) A fully welded, competition approved Roll Cage (see Part 5, 5.2 - Roll Cage Specifications for detailed specifications).
 - 1. At no time will bars that cross into or through the space in front of the Driver/Co- Driver be allowed.
 - 2. A metal roof is recommended to be welded to the cage on all cars with-out an integral welded-on roof. This recommendation is applied to cars with fiberglass or plastic roofs,

- removable or sliding tops and open cars. The exception is if the vehicle is a formula car and the metal roof would hinder the driver from exiting the vehicle.
3. The metal must cover the driver compartment and passenger compartment unless the vehicle is driven solo.
 4. If the floor pan of the vehicle is not metal then a metal floor pan must be added to protect the intrusion/extrusion of the Driver/Co-Driver's feet and leg area. This floor should be attached to the Roll Cage.
 5. Use of "bead-all" type Roll Bar padding instead of standard foam padding.
 6. The passenger compartment, if used, should give the Co-Driver adequate room - similar to the Driver's area.
 7. The installation and use of additional rollover structure for a formula/open-topped racing vehicle is highly recommended and in some cases required. Please consult with the Chief of Tech if you intend to enter such a vehicle.
- j) Proper racing seat is mandatory.
1. The seat must be firmly attached to the Roll Cage.
 2. The use of triangular "Sprint Car" nets on both sides of the Driver/Codriver's head(s) - as used in NASCAR - are highly recommended.
 3. The use of head restraints (wings) on the racing seat is recommended if "Sprint Car" nets are not used.
 4. The use of Footwell padded protection is highly recommended.
- k) A drive shaft loop for front engine rear-wheel drive vehicles that would impede a ground strike by the front of the drive shaft is required.
- l) Approved open road "racing" tires (see Part 7 - Tire Specifications).
1. All tires must have an equal (or greater) Load Carrying Rating and Speed Rating than the original (OEM) manufacturer's requirement, if any.
 2. Tires will be approved on an "as used basis" unless otherwise noted. It is highly recommended that competitors consult with the Chief Technical Inspector prior to the event.
 3. The maximum down force - at speed - should be considered when calculating the Load Carrying Rating.
- m) A large diameter, quick release, steering wheel with padded steering hub and collapsible steering column are required.
- n) Recommendations
1. Coolers or radiators for all fluids (engine, brake, transmission, rear-end and power steering).
 2. The use of distilled water only (no-antifreeze) for engine coolant.
 3. Double clamped hoses are highly recommended.
- o) At least one rear view mirror is required.

Part 4: SPECIFICATIONS, DRIVER'S SUIT

The following are the Specifications for all Divisions

A good quality, properly fitted, fire resistant Driver/Co-Driver's suit, along with a helmet and a safety harness, form the basic foundation for Driver/Co-Driver safety and is highly recommended or mandatory for all Divisions and Classes.

- a) The suits must meet SFI Foundation (SFI) specification 3.2A for drivers suits (see chart below) and 3.3 for Driver's Accessories.
- b) Proban, and other cotton like suit materials, are not recommended because they lose their fire resistant properties after a few washings.
- c) The suits should always be tailored, or purchased, to fit in a loose fashion in order to provide better thermal resistance.
- d) Suits must have a sewn in SFI 3.2A label showing the exact specifications.
 1. Manufacturers will attach SFI labels to older, certifiable suits.
- e) Driver Accessories: The various items that complement a driver's suit to protect the wear. This specification covers gloves, underclothing, hoods, socks, shoes, boots, helmet supports, harness pads, arm restraints, helmet skirts and sports bras.
 1. SPORTS BRA – Sports bras shall be constructed of fire resistant material. There shall be no wire, metal, or plastic construction.

4.1 Street Rod, Touring & Grand Touring Divisions:

Non-synthetic clothing (cotton, wool, leather etc.), covering torso, arms and legs, plus gloves and leather topped shoes without holes are the minimum standard. Golf gloves or other gloves with holes are not considered appropriate.

- a) A suit that meets SFI 3.2A/1 (or better) is highly recommended.

4.2 Grand Sport Division:

A Driver/Co-Driver's suit meeting SFI 3.2A/3 (or better), fire retardant shoes, socks and gloves (leather palms okay) are required.

- a) A SFI 3.2A/1 suit with SFI 3.3 underwear meets this standard.
- b) A fire retardant head sock for Driver/Co-Drivers with long hair (or facial hair) is standard and recommended for everyone.
- c) Fire retardant underwear for Driver/Co-Drivers is recommended for everyone.
- d) A one-piece suit (coverall type) is highly recommended.

4.3 Super Sport Division:

An SFI 3.2A/5 (or better) rated Driver/Co-Driver's suit, fire retardant under-wear, shoes, socks and gloves (leather palms okay) are required.

- a) A suit meeting SFI rating of 3-2A/10, or greater, is highly recommended (treated cotton suits of any kind or rating will not be allowed).
 - 1. A one-piece suit is recommended.
 - 2. A fire retardant head sock for Driver/Co-Drivers with long

4.4 Unlimited Division – UNL:

A Driver/Co-Driver's suit meeting SFI 3.2A/5 or better, fire retardant underwear, head sock, shoes, socks and gloves (leather palms okay) are required.

- a) A suit meeting SFI rating of 3.2A/10, or greater, is highly recommended (treated cotton suits of any kind or rating will not be allowed).
- b) A one-piece suit is recommended.
- c) High-top racing shoes are recommended for everyone.

4.5 Ratings for Driver Suits Information:

The SFI Foundation Ratings for the Driver/Co-Driver suits and underwear are as follows: *

SFI	TPP Value**	Time to 2 nd Degree Burn
3.2A/1***	6	3 Seconds
3.2A/3	14	7 Seconds
3.2A/5	19	10 Seconds
3.2A/10	38	19 Seconds
3.2A/15	60	30 Seconds
3.2A/20	80	40 Seconds

- a) *SFI Spec 3.3 underwear is good for at least an additional 3 seconds before second degree burns will occur.
- b) **TPP - Thermal Protective Performance.
- c) ***BBORR deems this specification in effect only if a Driver/Co-Driver's suit is made of a Nomex type/style material and not washed Proban or other type of cotton.

When purchasing a drivers safety suit it is highly recommended that an entrant purchase a suit with the highest rating. For more information see their website at <http://www.sfifoundation.com/>

Purchase and use the highest quality personal safety equipment, suits and accessories you can afford.

Part 5: ROLLOVER PROTECTION SPECIFICATIONS

5.1 Roll Over Bar:

A Roll Over Bar (Roll Bar) is mandatory for open vehicles in Grand Touring and the Grand Sport Division, and recommended in Street Rod, Touring and all Grand Touring vehicles.

The basic purpose of the Roll Bar is to protect the driver in case the vehicle rolls over. It should be designed to prevent serious body shell deformation in the case of a collision or roll over. This purpose should not be forgotten.

- a) A Roll Bar is comprised of a structural frame or hoop, bracing and mountings.
 1. The top of the Roll Bar shall not be below the top of the driver's helmet in a closed vehicle and a minimum of two (2) inches above the driver's helmet in an open vehicle. These measurements are to be taken when the driver is in the normal driving position. It shall not be more than six (6) inches behind the driver.
 2. Cars with factory built or factory reinforced roll structures may be allowed in the Grand Sport Division. They will be evaluated on a per vehicle basis. The decision of the Race Director will be final.
 3. The two vertical members forming the sides of the hoop shall not be less than fifteen (15) inches apart, inside dimensions, at their attachment point to the uppermost chassis member.
 4. An inspection hole of at least 3/16" in 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.
- b) A padded head restraint attached to the Roll Bar is recommended.
- c) Anchoring the shoulder harness to the Roll Bar is highly recommended and preferred to all other methods.
- d) Material: The Roll Bar hoop and all braces should be of Cold Drawn Seamless (CDS) tubing.
 1. Chrome alloy tubing, such as 4130, is not recommended since the strength of the area adjacent to the weld will be impaired if the structure isn't normalized, and because of the difficulty in making satisfactory welds.
 2. The size of the tubing to be used must be determined on the basis of the weight and speed potential of the vehicle.
 3. On cars utilizing a full Roll Cage, the main hoop and support braces should be of the same size.
- e) Fabrication: The main vertical hoop must be one continuous length of tubing with smooth continuous bends and no evidence of crimping or wall failure.
 1. All welding must be of the highest possible quality with full penetration and will be subjected to very critical inspection. Arc welding, particularly heliarc, should be used wherever possible.
- f) Gussets must be welded at the junction of any tubes.
- g) Bracing: It is recommended that braces be of the same size tubing as used for the Roll Bar itself.
 1. All Roll Bars must be braced in a fore or aft direction with the brace attached within six (6) inches of the top of the hoop, and at an angle of at least thirty (30) degrees from vertical.

2. 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.
 3. Anchoring the shoulder harness to the Roll Bar is recommended.
 4. At no time will bars that cross into or through the space in front of the Driver/Co- Driver be allowed.
- h) Mounting Plates: Roll Bars and braces must be attached to the frame of the vehicle whenever possible. Mounting plates must be used for this purpose.
1. A minimum of double-nutted grade 5 bolts shall be used to bolt to the vehicle. No bolts are needed if the bar is welded to the vehicle's frame.
 2. 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 vehicle. The important consideration is that the load be distributed over as large an area as possible. 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.
- i) Removable Roll Bars: Removable Roll Bars and their braces must be very carefully designed and constructed to be at least as strong as a permanent installation. 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 Grade Five (5) or better. It is recommended that the telescope section be at least eight (8) inches in length.
- j) Installations on Cars of Space frame or Frameless Design: It is important that the structures be attached to cars 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.
- k) On cars of frameless construction, consideration should be given to using a vertical Roll Bar hoop of 360 degrees completely around the inside of the vehicle, and attached with suitable mounting plates. This type of Roll Bar then becomes a substitute for the frame.
- l) Other Designs: Deviations from the above will be considered.
- m) Roll Bar Padding: Roll Bar padding to protect the Driver/Co-Driver in all areas of possible contact is required.
1. Use of "bead-all" like Roll Bar padding instead of standard foam padding is highly recommended.
 2. The use of Footwell padding is highly recommended.
- n) The passenger compartment, if used, should give the Co-Driver adequate room, similar to the Driver's area.

- o) Minimum Tubing Sizing: The size of the tubing to be used shall be determined on the basis of the weight and speed potential of the vehicle.

Vehicle Weight Tubing Material Tubing Dimensions		
Under 1,500 lbs.	Mild Steel	1.50" O.D. X .120 wall
	Alloy Steel	1.50" O.D. X .090 wall
1,500 to 2,700 lbs.	Mild Steel	1.75" O.D. X .120 wall
	Alloy Steel	1.50" O.D. X .120 wall
2,700 lbs. & Over	Mild Steel	1.75"* O.D. X .120 wall
	Alloy Steel	1.75"* O.D. X .120 wall

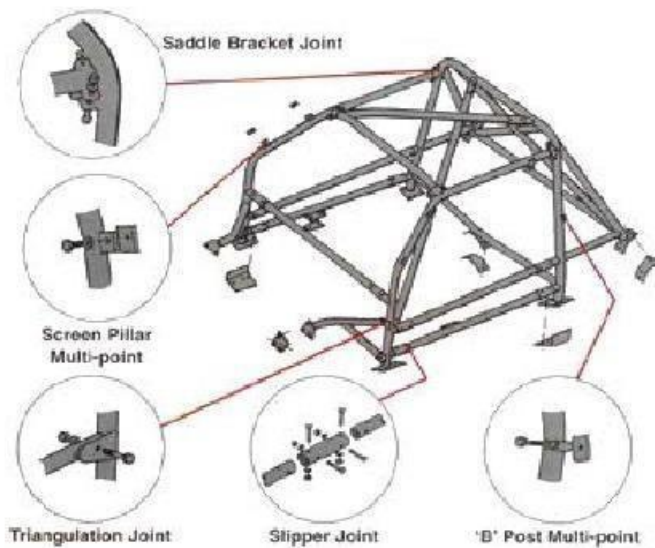
*2.0" O.D is highly recommended for vehicles over 2,700 pounds.

5.2 ROLL CAGE:

A Roll Cage is mandatory in the Super Sport and Unlimited Divisions.

- The passenger compartment, if used, should give the Co-Driver adequate room similar to the Driver's area.
- At no time will bars that cross into or through the space in front of any part of the Driver/Co-Driver be allowed.
- A padded head restraint attached to the Roll Bar is recommended.
- Anchoring the shoulder harness to the Roll Bar is highly recommended and preferred to all other methods.

Super Sport Division Requirements



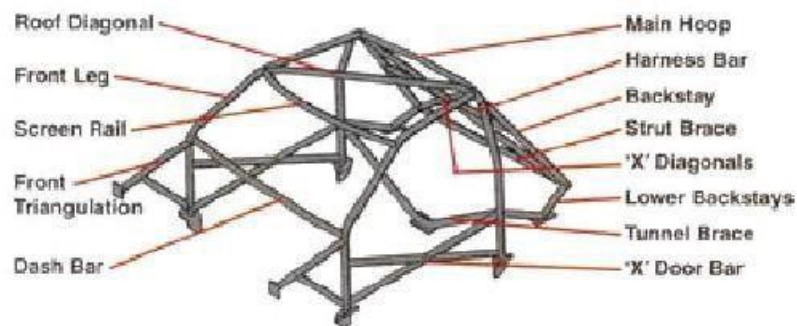
Sample of Bolt-In Roll Cage

- Door intrusion bars are required on both sides of the vehicle. A minimum of one bar is mandatory and two or more are recommended.
 - Normal exit from the vehicle must be possible without removing any part of the Roll Cage.
 - The second bar may be a removable bar.

- b) Material, Fabrication and Bracing specifications are the same as the specifications for a Roll Bar.
- c) A metal roof is mandatory to be welded to the cage on all cars without an integral welded- on roof.
 - 1. These recommendations are applied to cars with fiberglass or plastic roofs, removable or sliding tops, T-tops and open cars.
 - 2. The metal must cover the driver compartment and passenger compartment unless the vehicle is driven solo.
 - 3. If the floor pan of the vehicle is not metal then a metal floor pan must be added to protect the intrusion/extrusion of the Driver/Co-Driver's feet and leg area.
 - a. This floor should be attached to the Roll Cage.
- d) Double plated mounting is mandatory for Unibody/frameless construction.

Unlimited Division Requirements

Roll Cages for the Unlimited Division must be fully welded. Bolt-in Roll Cages are not allowed.



Sample of Fully Welded Roll Cage with 'X' shaped Door Bars in place of the preferred 'Ladder' Door Bars.

- a) The Roll Cage must be designed and made so that, when correctly installed, it substantially reduces body shell deformation and so reduces the risk of injury to occupants.
- b) 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.
- c) Tubes must not carry fluids.
- d) The Roll Cage must not unduly impede the entry or exit of the Driver/Co-Driver.
- e) The Roll Cage must be welded to the major structure, or be part of the major structure of the vehicle.
- f) A NASCAR style Roll Cage is highly recommended.
- g) Door intrusion bars are required on both sides of the vehicle. A minimum of two bars is mandatory and three or more are recommended.
 - 1. The third bar may be a removable bar.
 - 2. It is recommended that the bars be connected in a ladder like fashion.

- h) A metal roof is mandatory and should be welded to the cage on all cars without an integral welded-on roof.
 - 1. These requirements are applied to cars with fiberglass or plastic roofs, removable or sliding tops, T-tops and open cars.
 - 2. The metal must cover the driver compartment and passenger compartment unless the vehicle is driven solo.
 - 3. If the floor pan of the vehicle is not metal then a metal floor pan must be added to protect the intrusion/extrusion of the Driver/Co-Driver's feet and leg area.
 - a. This floor should be attached to the Roll Cage.
- i) Double plated mounting is mandatory for Unibody/frameless construction.
- j) Material, Fabrication, Bracing and Installation specifications are the same as the specifications for a Roll Bar.
- k) Main Hoop and Braces: The main hoop and support braces should be of the same size.
- l) Minimum Tubing Sizing: The size of the tubing to be used shall be determined on the basis of the weight and speed potential of the vehicle.

Vehicle Weight Tubing Material Tubing Dimensions		
Under 2,700 lbs.	Mild Steel	1.50" O.D. X .120 wall
	Alloy Steel	1.50" O.D. X .090 wall
2,700 to 3,000 lbs.	Mild Steel	1.75" O.D. X .120 wall
	Alloy Steel	1.50" O.D. X .120 wall
Over 3,000 lbs.	Mild Steel	1.75"* O.D. X .120 wall
	Alloy Steel	1.75"* O.D. X .120 wall

*2.0" O.D is highly recommended for vehicles over 3,000 pounds.

Part 6: RESTRAINT SYSTEMS REGULATIONS

At all times it is important to remember that an entrant's personal safety equipment is only as good as its condition.

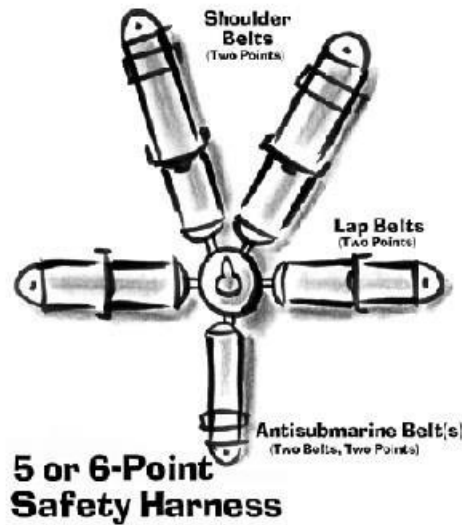
- a) Belts should be mounted and used correctly at all times.
- b) Belts should never be frayed or unduly stretched.
- c) After an impact, all webbing material should be cut and disposed of.
- d) Belts should be re-webbed periodically (5 year minimum).
- e) The use of a Helmet Restraint system is mandatory in the Super Sport and Unlimited Divisions.

6.1 Street Rod & Touring Division:

- a) Factory stock belts, OEM or better, in good condition, not frayed or excessively worn, are the minimum required for the Driver/Co-Driver.
- b) A proper safety harness system is recommended.

6.2 Grand Touring and Grand Sport:

- a) A five (5) or six (6) point safety harness system is mandatory.



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- b) Three inch (3") lap and shoulder belts are the Minimum Standard required - (two inch (2") lap belts approved by SFI 16.1 with labels and three (3") shoulder belts may be used in harness). Two inch (2") shoulder harnesses accepted only if the HANS device is used by both Driver and Navigator.
- c) Arm restraints are mandatory in Grand Touring, Grand Sport, Super Sport, and Unlimited.

6.3 Super Sport and Unlimited:

- a) A five (5) or six (6) point safety harness system is mandatory.
- b) Three (3) inch lap and shoulder belts are the minimum standard required. (Two inch (2") lap belts approved by SFI 16.1 with labels and three (3") shoulder belts may be used in harness). Two inch (2") shoulder harnesses accepted only if the HANS device is used by both Driver and Navigator.
- c) If a Sternum Belt system is used the Lap belt must be placed in the proper position at the pelvis and the Anti-submarine belt must be used to keep the lap belt down and in the proper position.
 1. The use of large "buckles" for the Sternum belt is not recommended.
- d) Mounting Points must be at, or on, the Roll Cage, frame member or body panel.
 1. The recommended shoulder belt mounting point height is no more than 2"(+/-) of the driver's shoulder when seated in a driving position.
 2. Shoulder harness should be attached to the horizontal brace of the Roll Bar whenever possible.
 3. The belts should be mounted in such a way so as not to cause undue spinal compression.
 4. If mounted to the body panel, adequate spreader plates or large spreader washers should be used.
- e) Belts must be mounted to a frame member and/or Roll Cage in the Super Sport and Unlimited Division.
- f) Mounting to fiberglass is specifically prohibited.
- g) All belts/restraints must be permanently dated.
- h) For the Unlimited Division the following is mandatory and recommended for the Super Sport Division.
 1. Rubber engine/transmission mounts must be supplemented by an additional restraint.
 2. Intrusion of the engine/transmission assembly into the cockpit compartment must be prevented by way of solid mounts or restraints, (i.e. chains), or bars attached to the Roll Cage.
- i) Recommendations.
 1. It is highly recommended that OEM belts used in the Touring Division should use webbing not more than five (5) years old.
 2. Most manufacturers will sell new OEM belt systems and/or re-web the old system.
 3. A cam-lock safety harness latching system is highly recommended.
 4. Arm Restraints are mandatory in Super Sport, Unlimited, Grand Touring and Grand Sport, and highly recommended in all Divisions.
 5. The use of window nets is highly recommended in all Divisions.
 6. The use of drive shaft loops in Grand Sport, Super Sport, and Unlimited.
 7. The use of a bell housing scatter shield in Grand Sport, Super Sport and Unlimited.

Part 7: TIRE REGULATIONS & SPECIFICATIONS

Old or worn tires or tires that do not meet the basic minimum standards of a chosen Division will not be acceptable under any circumstances. Tires on front axle should be same size and brand. Tires on rear axle should be same size and brand.

- a) All tires must have an equal or greater Load Carrying Rating than the OEM tire.
 1. The base tire for a 1999 Mustang is a P205/65 R15 with a Load Carrying Rating of 1400 lbs. Any replacement tire must have a Load Carrying Rating of at least that same 1400 lbs. rating, regardless of the Speed Rating, in order to compete in any class, including Street Rod and/ or Touring.
 2. A higher Load Carrying Rating than OEM is highly recommended no matter the Division/Class.

- b) All tires must have an equal or greater Speed Rating than OEM regardless of the Division/Class.
 1. If you are entering a 1992 535i BMW, your vehicle came with an OEM tire of 225/60 15 with a VR Speed Rating. Your vehicle must have tires with an equal (VR) or higher Speed Rating (Z, W, Y) to compete in any class, including Street Rod and/or Touring.
 2. A higher Speed Rating than OEM is highly recommended no matter the Division/Class.

- c) Non-bolted wheel covers must be removed prior to tech and race.

7.1 Street Rod and Touring Division:

- a) DOT approved "S" rated tires (or better) will be considered in SR1 (85) 4 year age minimum.

- b) DOT approved "U" rated tires (or better) will be considered the minimum standard 4 year age minimum.

7.2 Grand Touring Division:

- a) DOT approved "V" rated tires (or better) will be considered the minimum standard.

- b) Should not be more than four years old

7.3 Grand Sport Division:

- a) DOT approved "Z" or "W" rated tires are required.

- b) Should not be more than four years old.

7.4 Super Sport Division:

- a) DOT approved "Z" or "Y" rated or approved racing tires are required.

- b) Should not be more than two years old.

- c) Consultation with Chief of Tech is mandatory.

7.5 Unlimited Division:

- a) Approved tires are required.

- b) Consultation with the Chief of Tech is mandatory.

- c) Racing tires do not have Load Carrying or Speed Ratings, those who wish to use such tires must submit the type of vehicle, the top speed, and the intended tire make, model, and sizes for pre-approval.

- d) A low tire pressure warning system is highly recommended when using slicks or any non- steel belted tire and is recommended for use on GS, SS and Unlimited Divisions.

7.6 Requirements:

- a) In any speed category, 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 Division/ Class.
- c) Metal valve stem caps with “O” ring seats, are mandatory in all divisions.
 - 1. Metal valve stems are recommended in SR, T, GT and Mandatory in GS, SS, Unl.
- d) Tires must be in excellent condition and suitable for sustained use at the vehicle’s maximum speed.
 - 1. The use of repaired tires in Grand Sport and Super Sport is not recommended and is not allowed in the Unlimited Division.
 - 2. Tires must be mounted on wheels of proper width as listed by the tire and wheel manufacturer.

7.7 Tire Speed Rating Information:

The following information is made available to assist your preparation.

Q = 100 MPH	H = 130 MPH
R = 106 MPH	V = 149 MPH
S = 112 MPH	Z = 149 MPH+
T = 118 MPH	W = 168 MPH
U = 124 MPH	Y = 186 MPH Y = 186+ MPH

NOTE:

Some people have inquired about using racing tires in lower speed classes. Most racing tires are far more susceptible to puncture on a highway road surface due to their thin tread surface. We recommend using an appropriate street tire with a robust sidewall and good tread depth to protect against punctures. Any request for "racing" tires - including DOT racing tires, should go through the Chief of Tech.

7.8 Tire Information:

Review the tire requirements carefully! Look at the OEM tire Load Rating as well as the Speed Rating. Both ratings are of equal importance in open road racing - tires are most important. The BBORR will not accept old or worn tires or tires that do not meet the basic minimum standards of an entrants chosen Division or Class under any circumstances. Metal Valve Stem Caps & O-rings are Mandatory in all speed Categories.

Keep in mind tire age limitations are in place based on division. You are responsible for knowing the age of the tires you intend to race with. For DOT approved tires, the week and year of manufacture can be found molded into the sidewall, usually only on one side, as part of the “TIN” (Tire Identification Number). TINs begin with the letters “DOT” followed by a series of alphanumeric characters (see the image below) that are used to identify the manufacturing information, including the week and year the tire was manufactured as the last four digits.

DOT XX 1Y Z22 2615



In this illustration, the date code indicates the tire was manufactured in week 26 (which would be June in this example) of 2015