

General rules

1 Race Conduct

- 1.1. It is for all participants and officials in an event to comply with these rules, as well as other additional rules - before, during and after an event.
- 1.2. Any participation in the event is happening on the participant's own risk and responsibility.
- 1.3. Street Race is an acceleration competition in a given distance. Run with two cars from standing start. The standard distances are respectively a fourth English mile (402.33 m), and an eight English mile or another predefined distance (see **Additional rules**).
- 1.4. Competition track must have solid surface as asphalt or concrete at all route inc. braking distance for the measured distance (see **Additional rules**).
- 1.5. Participating in one of the following three main classes: Street, Outlaw, and Unlimited. Definition of these classes is found in the additional rules for that event.
- 1.6. How finals are run is described in additional rules for that event. 1.17. Changes to the vehicle, conducted by engineering controls, which relate to the rules of that class you are enrolled in, results in disqualification (such as selected cabin or similar). Switch to the other deck is in order, provided that the new tires to meet the applicable rules for the class.
- 1.7. During the race each driver must have maximum one helper in the starting area.
- 1.8. Participation requires a valid driver's license.
- 1.9. All traffic signs are made / approved by the technical control.
- 1.10. Participating cars in the competition and training must be equipped with correct starting number (see **Additional rules**).
- 1.11. Starting numbers must be removed from the vehicle when it leaves the event.
- 1.12. Intoxicated participants (alcohol, marijuana or other) who are caught driving during the event will be expelled permanently, and this applies across the whole area, and as long as the event is running.
- 1.13. Aggressive behavior in the pits or while driving can lead to expulsion.
- 1.14. To protest against the other drivers or their car a deposit of DKK 1000,- must be paid. If the protest is accepted the money will be returned, otherwise it will be transferred to the prize money. The protest must be submitted in writing to the race directors (see **Additional rules**).
- 1.15. Burn outs may take place in the starting area or other place designated by the organizer. Violations can lead to expulsion.
- 1.16. Cars must be kept in their assigned lane during the race. Exceeding the midline between start and end of the track will the first time give a warning and second time will result in an expulsion from running the rest of the event. Note that this breach in the finals will result in disqualification.
- 1.17. Changes made to the vehicle, after technical control, which relate to the rules of the class you are running in results in disqualification (such as removing interior or similar). Changes of tires are allowed, if the new tires meet the applicable rules for the class.
- 1.18. Total weight of the participating vehicles: max 3500 kg
- 1.19. Class Registration is binding unless the car is pulled to higher class. Promotion requires that the car meets the applicable requirements of the class.
- 1.20. Rules for maximum noise emission may occur and if so it may change the rules regarding design of exhaust systems etc. (see **Additional rules**)
- 1.21. Loose objects must not be presented in the driver's compartment while racing.
- 1.22. In all discussions about the car's equipment, condition and appearance, will the technical control's decisions be final.

- 1.23. In any unclear questions contact an expert from the race directors.
- 1.24. If the event is canceled due to rain, etc., it is the fastest running times that are applicable to the title DHB and DHGB.



2 Additional rules

2.1. Date and place for the event:

- Vandel Flyveplads, Van Del Park, 7184 Vandel
- Friday – Sunday d. 3.-5. juni 2011

2.2. Event name:

- Danmarks Hurtigste Bil, (DHB)

2.3. Organizer's name:

- Benjamin Media

2.4. Race director's name:

- Entering later

2.5. Race Management consists of additional:

- Entering later

2.6. Noise requirements for the event:

- None

2.7. Breakout times for the event:

- Street: 12.0 sec
- Outlaw: 8.5 sec
- Unlimited: 7.5 sec

2.8. Start number details (number, location, size and appearance):

- Hand out at the event

2.9. Competition distance

2.9.1. Length competition section:

- 402.33 meters

2.9.2. Stopping distance after finish line:

- Minimum 600 meters

2.9.3. Return route: (is there a collection or return path at the finish line):

- Return route

2.9.4. Track condition: (asphalt, concrete, prep and how much, etc.):

- Asphalt / concrete

2.10. Limitation of participants:

- Max. 250 cars + Show cars

2.11. Classification (subdivisions):

- Street (no subdivisions)
- Outlaw:
 - FU: Front wheel no charger / gas
 - FM: Front wheel with charger / gas
 - BU: Rear wheel no charger / gas
 - BM: Rear wheel with charger / gas
 - 4WD: 4x4
- Unlimited:
 - FM: Front wheel driven
 - BM: Rear wheel driven.

2.12. Registration deadline:

- June 1 - 2011

2.13. Number of qualification times for participation in the finals:

- Free practice, all times counts, minimum 3 counting times must be driven for qualification to the finals

2.14. How the finals are being run (ladder with the top eight in each class from qualification):

- Ladder finals
 - Eight fastest cars in each class from free training/ qualification rounds
 - The winner of street class wins title DHGB (Only Danish registered cars can win the title DHGB)
 - Rest of the class winners win respective class titles
- Super ladder finale (Superfinale)
 - 8 class final winners from each class
 - The winner wins the title DHB (Denmark's Fastest Car)

2.15. Premiums (numbers, type, category, or class):

- Trophies to first 3 in each class
- Prize moneys for winners of DHGB and DHB

2.16. Technical control:

- In Pit

3 Engine

3.1. Exhaust system (see specification in enrolled class).

3.2. Noise Limitations - see **Additional rules**.

3.3. Fuel

3.3.1. All fuel is allowed, except nitro methane / nitro mixtures. Use of this fuel will lead to expulsion (see specification in enrolled class).

3.3.2. If the car uses other than general gasoline or diesel, it must be marked with fuel type a clearly visible place on the car. (E85, ethanol and the like shall not be regarded as general gasoline).

Labeling is carried out by technical control. (See fig. 3)

3.4. Fuel System

3.4.1. Fuel lines must be securely mounted so they are not hanging loose under the car. Lines may not be located too close to hot or rotating parts. Additionally, no leakage must be present (assessed sovereign of technical control).

3.4.2. Fuel lines must not be uncovered in the driver's compartment (original location excepted). Only by using appropriate steel reinforced hoses or metal pipes and liquid tight or fully covering metal cover of 0.6 mm steel or 0.8 mm aluminum is this allowed.

3.4.3. When replacing original fuel hoses the new mounting location must be outside the driver's compartment, where Section **3.4.2.** can not be met.

3.4.4. If other than the original fuel tank is used, it is recommended that this is FIA / SFI approved.

3.4.5. If the fuel tank is located in the trunk / driver's compartment, it must be shielded by a liquid tight steel plate at least 0.6 mm or an aluminum plate at least 0.8 mm. The fuel tank must have ventilation to the outside of the car with a security check valve (tip over valve). Furthermore, must there at any time be possible to get access to the tank without using a key.

3.5. Radiator System

3.5.1. No unshielded part of the cooling system must be in the driver's compartment, including cooling pipes and cooling hoses (cabin heater excluded). Only by using appropriate steel reinforced hoses or metal pipes and liquid tight or fully covering metal cover of 0.6 mm steel or 0.8 mm aluminum is this allowed.

3.5.2. If the radiator is mounted in the trunk, it must be shielded by a liquid tight steel plate at least 0.6 mm or an aluminum plate at least 0.8 mm.

3.5.3. Excess fluid from cooling system must be collected in a collection container with minimum 0.5-liter volume.

3.5.4. Liquid waste is not allowed.

3.6. Nitrous oxide (NOS)

3.6.1. NOS are permitted in Street Outlaw, and Unlimited.

3.6.2. NOS bottle must be securely mounted and fastened with at least two bands of metal with dimensions 25 mm x 2.5 mm and be fitted with four M10-bolts in quality minimum 8.8

3.6.3. Venting of the gas system must be led to the outside of the car.

3.6.4. The bottle must have a pressure relief valve, with a line to outside of the car.

3.6.5. The car must be marked so that it can be clearly seen from the outside with a green diamond shaped sign on 100 x 100 mm with white letters and edging (See Figure 1).

3.6.6. All pressure hoses / tubes should be fit for the purpose and assembled with appropriate fittings.

3.6.7. Pressure hoses must be securely mounted so they are not hanging loose under the car. Hoses may not sit too close to hot or rotating parts, and furthermore they must not be drawn together with any power lines.

3.6.8. There must be no leaks in hoses and fittings etc.

3.6.9. Nitrous oxide is considered as supercharged (i.e. gas is equal to supercharged).

3.7. Turbo / Compressor

3.7.1. Supercharging permitted in Street and in specific classes in Outlaw and Unlimited.

3.8. Crank vent

3.8.1. If crank ventilation is not led into the intake or exhaust, it must end in a collection container with a minimum 0.5-liter volume.

3.9. Intercooler

3.9.1. Water spray on intercooler is not allowed.

3.9.2. CO2 cooling is allowed.

4 Transmission and driveline

4.1 Welded differentials and the Full Spools are advised against.

4.2. Reverse must be active in all classes.

4.3. Cast Iron Flywheel is not recommended for engines revs over 8,000 rpm.

4.4. All auto transmissions must have a neutral start switch and locking device to reverse.

4.5. Where possible, it is recommended to use SFI-approved axles for cars faster than 10.00 (6.40) sec.

4.6. Guards

4.6.1. Flywheel and flex plate shielding is mandatory for all cars faster than 10.00 (6.40) sec.

4.6.2. For coupling cars the shield must be made in 6 mm steel or hard aluminum and must protrude at least 25 mm from the flywheel front edge and 25 mm behind the transient presser foot trailing edge - the ring must enclose the clutch 360 degrees.

4.6.3. For automatic transmission cars the shield must be made in 6 mm steel or hard aluminum and must protrude by 25 mm both in front and behind the flex plate - the ring must enclose flex plate 270 degrees. Opening should face down toward ground. The ring must be installed in every bolt hole of the coupling house with bolts at least 10.9 quality.

4.6.4. Drive shaft retainer loop is mandatory for all cars faster 10.00 (6.40) seconds.

4.6.5 Drive shaft retainer loop must be in strips with a minimum dimension of 51 mm (2 ") wide x 6 mm (1 / 4") thick. This must enclose drive shaft 360 degrees and be securely mounted a maximum of 150 mm from the front universal joints.

4.6.6. Axel retainer loop are recommended on cars faster than 10.00 (6.40) sec.

4.6.7. Axel retainer loop must enclose axel 360 degrees and be securely mounted a maximum of 150 mm from the front universal joints (at gearbox)

4.6.8. Gearbox shielding is recommended where possible, for all the cars faster than 10.00 (6.40) sec. (Refer to gearbox shielding / dress SFI 4.1)

4.6.9. Gearboxes must be shielded from the cabin, as a minimum by the floor / firewall.

5. Brakes and suspension

5.1. Brakes must be in a safety wise acceptable state. Assessment will be made on a safety perspective and determined sovereign of technical control.

5.2. Brake hoses shall be securely mounted so they are not hanging loose under the car.

Brake lines may not be located too close to hot or rotating parts, and furthermore there must not be any leaks.

5.3. Steering must be in sound condition and must work without any defects in mechanism.

6. Chassis

6.1. Ground clearance must be at least 75 mm from front to front wheels and at least 50 mm for the rest of the car.

6.2. Parachute is mandatory for cars exceeding 240 km/h in the quarter mile.

6.3. Roll bar, build according to the requirements (SFI or FIA), is mandatory at all vehicles running between 10.00 (6.40) and 10.99 (6.99) sec. and all open cars in Street with ET faster than 13.99 (8.96) sec. (It is recommended that all open cars in Street are equipped with roll bar), all open cars in Outlaw and Unlimited must at least be equipped with roll bar, despite driven times.

6.4. Roll cage, build to the requirements (SFI or FIA), is mandatory on all cars quicker than 10.00 (6.40) sec. and all open cars quicker than 10.99 (6.99) sec.

7 Tires and rims

7.1. Tires to be used in the race, must be presented to the technical control, if not installed on the car. (NOTE that it is at any time the competitor's responsibility that all tires mend for use under the event are shown and controlled by technical control)

7.2. Tires must be in good condition during the whole event. When you drive home on the same set of tires which is used for the race, they must have a minimum 1.6 mm wear depth.

7.3. Slicks must have clear tire-wear indicator during the whole event.

7.4. All wheels must have all wheel bolts / nuts. Missing bolts / nuts results in exclusion from driving until this is resolved. Bolts / nuts should be as minimum, be addressed in the threads with 1 x thread diameter.

7.5. Speed and weight index of used tires to match the driving speeds and vehicle weight.

7.6. Motorbike tires as frontrunners are not allowed.

8 Interior

8.1. Window net is recommended for cars faster than 10.00 (6.40) sec.

8.2. Seat mounting must be done with at least 4 pcs., 8 mm bolts

9 Bodywork

9.1. Front doors should be normally active. Lexan windows (or equal splinter free) where permitted do not need to be able to be rolled down.

9.2 Lexan windows (or equal splinter free) must at least have a thickness of 3 mm.

10 Electrical System

10.1. Battery

10.1.1. The car must have a battery installed and be able to start on its own power.

10.1.2. If the battery is mounted in the driver's compartment, it must be mounted in a liquid tight container intended purpose, and this must be ventilated to the outside of the car – Gel batteries are an exemption from this rule. The battery must be mounted behind the front seats.

10.1.3. Positive connector must be shielded.

10.1.4. Mounting shall consist of metal strip(s) and at least 10 mm bolts. Installation made of sheet metal has to be reinforced on the back with a three-mm metal plate in size 20 cm². for each bolt. (Alternative sound solutions can be accepted by technical control). When using original installation is the original parts allowed

10.2. Main power switch.

10.2.1. Two approved (SFI / FIA) main power switch's are mandatory on all cars faster than 10.00 (6.40) sec.

10.2.2. Turn type main power switch must be marked with on / off positions.

10.2.3. Push / pull type main power switch must always be open (disconnected) in the pressure position.

10.2.4. When using a main power relay it must be placed on positive pole cable in the shortest possible distance from the battery. In this context, the main power switch(s) in the cabin may be by industry type (mushroom / emergency stop switch).

10.2.5. Main Power Switch must be mounted as close to the battery as possible and be placed under the windshield forward edge of the driver's side.

10.2.6. Main power switch with battery mounted in trunk must be mounted back on the vehicle.

10.2.7. Inside the main power switch in the car must be operable by the driver belted in H-belt.

10.2.8. Plastic handle and loose keys on the main power switch is not allowed on the outside of car.

10.2.9. Main power switch (all types) must, in addition to disconnecting the main power (plus cable) also shut down power to the ignition and fuel pump(s) (in testing the engine must turn off when an arbitrary main power switch is affected).

10.2.10. Exterior Main power switch must be marked with a blue triangular sign with white edge and red lightning at 120 x 120 x 120 mm (see Figure 2).

11 Additional aids

12 Driver and personal protection

12.1. Required to use at least the original three-point seatbelts.

12.2. Cars quicker than 10.00 (6.40) sec must at least have a four point harness, approved by the FIA, SFI or similar body.

12.3. Installation of four point harness shall be ensure that the angle the shoulder strap to horizontal should not exceed 45 degrees in the downward movement. If the 45 degree rule can be respected, it is recommended to use the car's dedicated belt anchorage points, the rear seat belt anchorage points in the floor to the front seat shoulder straps and front to hip straps. When designing own anchor points please refer to the current motor sports regulations explanations (FIA or SFI).

12.4. Arm straps must be used in open cars faster than 10.99 (6.99) sec.

12.5. Approved helmets are mandatory. Such as E, DOT, Snell and BSI (or the same detectable class).

12.6. The driver should at least wear clothes of cotton (or similar substance - fire retardant xxx properties) with long sleeves and long trousers. Driving in shorts and T-shirt leads to exclusion until proper clothes is found. The driver must use clamped shoes with closed noses, sides and heel. At times quicker than 10.00 (6.40) sec. is FIA / SFI approved racing suit and shoes, underwear, hood, gloves and neck collar required (suitable for driving speeds, ET and type of car).

13: Signs

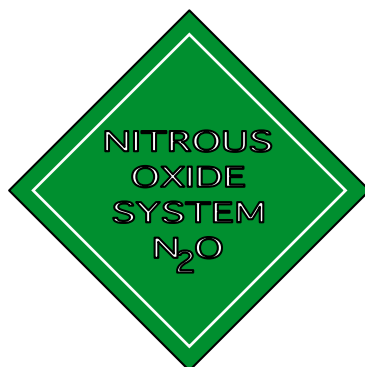


fig. 1

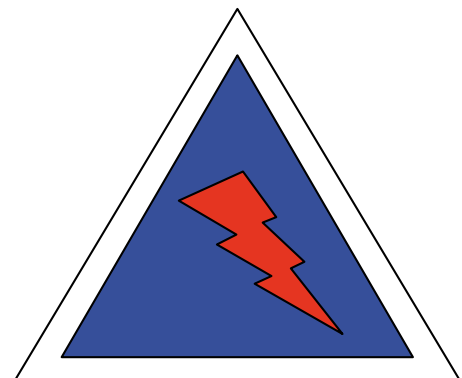


fig. 2



fig. 3

STREET:

- Street Cars without major modifications.
- Breakout 12 (7.70) sec.
- Grading in the class can be found in **Additional rules**.
- Number plates and registration is mandatory for the class. Plate, registration certificate and insurance papers (and, if appropriate new type certificate for buggy's and kitcars) presented at the technical control and must be produced on request during the whole event.
- Number plates must be fitted on the car in original location and be visible during the whole event, but it is allowed to cover numbers with tape.
- The car must have "street appearance" (like a street car) internally as externally.
- Engine components such as turbo, carburetors, filters, etc. must not protrude unshielded from the body. Extreme scoops and extensions in this context are not allowed.
- Front seats, doors, upholstery and dashboard may not be removed.
- Rear seats may be removed if it is to make room for a roll bar / cage.
- Front seats must be replaced with bucket seats; original mounting holes in floor, in this context must be used.
- All windows shall be of glass. If the type certificate of the car says otherwise, this is permitted.
- Lighting / lamps must be E-approved if the car was born with them. The car must have both headlamps fitted, and they must work giving a light with a normal brightness for the vehicle.
- Horn, wipers and sprinklers must not be removed and shall work.
- If your vehicle has several extra car batteries or capacitors installed, these must be removed and the positive supply cable to these must be removed in a safe way at the car's original battery (used for car stereo, etc.).
- Motor may be replaced but must sit in the original place.
- The car must not use any other than general fuel types (bought from normal gas stations)
- Radiator must sit in the original space.
- Exhaust must contain at least one muffler and exit point should be behind the driver or behind the rear wheels.
- Use of VUS (cut outs) with non muffled outlet to the outside is permitted if the outlet and valve is after the first muffler.
- Firewall, inner shield, tunnel and wheel housing may not be modified. Buggy, approved kitcars and the like are exempt from this rule if those alterations comply with their (new) type certificate.
- 4-link rear end is permitted where the car is approved or homology based on this. The modification must be done according to the certificate and on request must the certificate be presented.
- Wheel arches may be changed.
- Tire tread must not protrude from the edges of the fenders.
- DOT and / or E-tagged street tires are mandatory.
- Wrinkle wall tires are not permitted for the class.
- Frontrunners and drag radial-type tires are not permitted for the class.
- A time faster than 12.00 (7.70) sec. automatically results in the car is moved to the Outlaw class, if the car is technically and safely complied with the regulations for the class. Does this happen in the finals, however, it leads to disqualification.
- Wheelie bars are not allowed.
- See also **General rules**.

OUTLAW:

- Converted cars with or without license plates and registration.
- ET and speed according to rack conditions and permits.
- Breakout 8.50 (5.45) sec.
- Grading in the class can be found in **Additional Rules**.
- The car must have “street appearance” (like a street car) exterior.
- Dashboard must be original like, casts are permitted.
- Door upholstery in front doors may be replaced but not removed (aluminum, carbon or similar)
- The front passenger seat may not be removed but must be replaced (bucket seat or similar)
- All windows may be replaced to splinter free polycarbonate (Lexan or similar material). See **9.1** and **9.2**
- Horn and wipers may be removed.
- The front and rear lights must be installed, but do not need to work.
- Multi-Motors-cars are allowed if the build are done sound (Before signup, the driver must contact race director).
- Exhaust must contain at least one muffler and exit point should be behind the driver or behind the rear wheels.
- Use of VUS (cut outs) with non muffled outlet to the outside is permitted if the outlet and valve is after the first muffler.
- 4-link and ladder bars allowed.
- Wheel arches may be modified or rebuilt to accommodate larger wheels.
- Wheel arches, stringers and locking plate in front may be modified but not removed or replaced with a tubular construction.
- Original bottom (floor), torpedo plate (firewall) and the tunnel may be modified but not removed. In this connection, tube structure (tubular frame according to usual drag racing regulative) is not permitted for the class – roll cage, roll bar and brake chute suspension excluded.
- Flip-front is not allowed for the class (kit cars excluded).
- Type of the tire is free.
- Max tire size on 28 “for slicks /drag tires and 30” for DOT / E-marked tires.
- Width of wrinkle wall tires must max. be 10.5 “.
- Wheelie bars are not allowed.
- Glycol based (greasy) coolant is not allowed (most coolants for racing use are not Glycol based).
- See also **General rules**.

UNLIMITED

- Tube front and partial tube frame and in this connection; flip-front cars.
- ET and speed according to track conditions and permits.
- Breakout 7.50 (4.80) sec.
- Grading in the class can be found in **Additional Rules**.
- The car must have a certain similarity with a street car. Fully fiberglass bodywork (funny car and the like) are not allowed.
- All windows may be replaced to splinter free polycarbonate (Lexan or similar material). See **9.1** and **9.2**
- Multi-Motors-cars are allowed if the build are done sound (Before signup, the driver must contact race director).
- The exhaust exit location and damping is free if track conditions and permits permit to do so.
- 4-link ladder-bars are free.
- Free selection of tires.
- Wheelie bars permitted.
- Glycol based (greasy) coolant is not allowed (most coolants for racing use are not Glycol based).
- See also **General rules**.

