



## Chapter 20

- Approved Procedures for Fuel Testing (Article 9, Section 3)
- Fuel Procedures (Article 9, Section 3, Item 9)
- Approved Procedures for Oil Testing (Article 9, Section 4)

### **Sec.. 3 APPROVED PROCEDURES FOR FUEL TESTING**

1. Use the Digitron DT-15 or DT-47FT tester or the Precision Fuel Testing System. You can use both or either (These are the only approved models at this time).
2. Provide track fuel for all qualifying races.
3. Have a master container (use a clean plastic one gallon gas can of fuel. Draw a fresh sample of fuel into this clean can. This will be used as a control sample for comparison. Provide a clean safe area for testing.
4. Set the meter to zero in the control sample of track fuel.
4. (A) Note: Each time the meter is turned off this procedure must be repeated.
5. Suspend the probe in the fuel for a minimum time of ten seconds allowing time for the fuel to stabilize.
5. (A) Fuel reading from -10 to +40 on the tester is track fuel. The reading will vary because of heated fuel. If testing is done after all other inspections, the fuel will read to within +/-7 of the track fuel. This is because the fuel has had time to settle and cool.
5. (B) If readings are between 50 and 100 or higher than seven set car aside and retest approximately ten minutes later. If any readings are still this high disqualify the car.
5. (C) If any readings are +/- 100 at any time, this is not track fuel.
6. Replace the 9-volt battery each day.
7. Other methods may be used at the discretion of National Tech.
7. (A) Specific Gravity testing is another option.

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### **9. Fuel Procedures**

9. (A) **(Highly Recommended)** Track fuel can be defined as fuel purchased from the track or a designed fuel station. Clubs to specify one location for purchase of fuel within a close proximity to racing facility. Identify one mid-range octane Fuel (Suggested 89 octane) Clubs must publish location & octane for the season on race schedules & Promo Materials. Clubs must also purchase one gallon or more of same for each event for comparative sample. Alternative Track Fuel: Track to supply all fuel at nominal fee.
- 9.(B) (1)After all approved procedures for fuel testing (see above) have been checked and fuel additives are suspected, it is required that a sample of the fuel be put In an

approved sample bottle. The approved bottle must be sealed immediately and sent to the National Tech Director in the next 24 hours for laboratory testing.

- 9.(B) (2) You will also need a sample of the base line fuel in an approved sample bottle, which also needs to be sealed immediately, and sent with the suspicious fuel sample to the National Tech Director within the next 24 hours for laboratory testing.
9. (B) (3) If laboratory results confirm that the fuel has additives or is illegal, the penalties listed below #10 must be followed. Handler will also be held responsible for cost of laboratory testing if fuel is found to be illegal.
10. Anyone found using illegal fuel or fuel additives when track fuel is provided are penalized as follows:
  10. (A) First offense 30 days Family Suspension from all events.
  10. (B) 2nd offense 1 year Family Suspension from all events.
  10. (C) 3rd offense Lifetime Family Suspension.Note: Family is driver/ handler same application, if not family, it will be the driver of the car and handler and family.

#### **Sec.. 4 APPROVED PROCEDURES FOR OIL TESTING**

1. Use the "Snap-On" model EELD 101 tester or CPS Model LS790B (used on Sensitivity 2, mandatory). Or equivalent to .
2. Engine oil will be tested through the fill port in the block. Cars with Deco engines must have the firewalls removed and will be tested through the oil filler hole. Be sure that the engines with splash baffle covering the hole are not sealed. Cars with Briggs or Honda engines check through the fill hole in the front or back of the block.
3. You must be able to let the probe pull air from the crankcase only.
4. Turn on the pump and extend the probe through the fill hole and be careful not to touch the probe, or touch it on the block, or in the oil. Listen for a BEEP tone.
  4. (A) If BEEP tone is slow, then oil is OK.
  4. (B) If BEEP tone is fast and then stops, it will have found fuel fumes, and is OK.
  4. (C) If BEEP tone is fast and does not stop, there is a fuel additive that is not legal in the crankcase.
5. If an additive is in the case, the handler must change the oil in the hot chute, regardless of time before the race. A recheck must be done after oil is changed.
  5. (A) If there is nothing present, the car will be allowed to continue.
  5. (B) If there still are fumes detected, the oil will be changed once again.
  5. (C) No car will be allowed to race with the detection of unknown additives in the crankcase.
6. Check all vent lines and containers to insure that no illegal additives that can enhance the performance of the car can be added after inspection.
7. *Other methods may be used at the discretion of National Tech.*