

2010 SCTA Car Rulebook Changes

Rulebook paragraphs affected by changes are shown. **Bold print** indicates change for 2010.

1.E COURSE:

The straightaway speed course, conditions permitting, will be an overall distance of at least seven miles. If conditions permit, there will be two courses available. A "short" course of three miles for vehicles under 175 MPH, and a "long" course of five miles for vehicles over 175 MPH. The "short" course will consist of an approach of **one mile** from the starting line and **three** timing traps placed as follows: the first trap timing the **entire second mile, the second trap timing the first quarter-mile of the third mile and a third trap timing the entire third mile.**

2.A.1 VINTAGE ENGINES

Vintage engine classes listed below refer to "blocks or crankcases" and are intended to be representative examples of those listed and recognizable as such. Vintage engine class competitors are required to use production blocks as specified. Modification to said blocks shall be limited to original factory production or factory authorized replacements and shall retain all original dimensions, excepting modifications involving intake/exhaust ports, cooling ports and specialty head adaptation pursuant to the following criterion: Cylinder bore centers shall be maintained to within .150" of original design; crankshaft centerline to original deck height measurement shall be within .150" of original design; original deck material and thickness shall be maintained to within .150" of original design.

3.A.2 Driver's Helmet:

All drivers/riders shall wear a full-face helmet with face shield. A Snell Foundation tag reading SA2000 or M2000 or later is required. **Snell Foundation SA2005 or later certification will be required on all car and motorcycle streamliner helmets beginning on January 1, 2011.** No open face helmets will be allowed. Helmets will be visually inspected at least once each year. Helmets shall be undamaged and in serviceable condition. Eyeglasses worn under the helmet shall be shatterproof.

3.A.3 Driver's Helmet Support:

Forward movement: All NEW cars and motorcycle streamliners presented for inspection shall have an engineered and tested SFI spec 38.1 type head and neck restraint system. **Beginning January 1, 2011 all cars and motorcycle streamliners shall have an engineered and tested SFI spec 38.1 type head and neck restraint system.**

3.I FUEL SYSTEMS:

The complete fuel system shall be securely mounted. Plastic fuel lines are not permitted. A metal screw type clamp shall be on each connection of rubber or steel-braided fuel line. Fuel lines which run into the driver's compartment shall be steel or steel-braided covered. **No flexible fuel lines of any kind allowed in drivers compartment.** All fuel lines in the area of the clutch and flywheel shall be run through heavy steel tubing or outside the frame rail, regardless of the presence of a scattershield. All fuel tanks shall be vented. Fuel tank vents shall be provisioned to eliminate spillage in the event of a rollover. All fuel tanks shall be isolated from the driver's compartment and protected in the plane of the blower drive, if used. Nitrous Oxide cylinders or any other type of oxidizer cylinder are considered the same as fuel tanks and shall not be mounted in the driver's compartment.

3.I.1 Fuel Shut-off:

All cars with other than stock fuel system shall have a fuel shut-off within the driver's reach. Electric fuel pumps shall have a switch in the circuit to disable pump operation. All electric fuel pumps shall have an inertial or other positive "shut off switch" e.g. **microprocessor controlled, or oil pressure switch.** All rotating fuel shut-off valves SHALL have a positive stop to prevent reopening of the valve.

3.U WINDOWS AND WINDSHIELDS:

All vehicles shall have all non-laminated safety glass windows with safety film ON BOTH SIDES, or replace the windows with polycarbonate material. All other glass such as headlights shall be covered with a safety film. Additional bracing must be installed to prevent window blowout or collapse.

5.A SPECIAL CONSTRUCTION CATEGORY

This category is the pinnacle of the straightaway racer's art. It contains three main groups. In the automobile group are the unlimited Streamliners and open-wheeled Lakesters with a 4+ wheel configuration and in the motorcycle group are the Streamliner and Streamliner Sidecar classes. These classes allow both blown and unblown, gas or fuel engines. These are all-out straightaway vehicles with non-stock engine blocks allowed, (with the exception of specific Vintage engine classes). **Innovation is encouraged, within the rules.** Modified production bodies are forbidden. Four-wheel drive is allowed in the automotive group only.

5.C CLASSIC CATEGORY

Classes within the Classic Category are the equivalent of the Modified and Production categories with body modifications as allowed in those categories. American coupes and sedans in the year range of 1928-1948 using non-vintage engines may compete with the fenders and running boards removed in the Classic Category, Altered class. **Within the Classic Category pre-1949 bodies may have a 3 in. beauty chop.**

2010 SCTA Motorcycle Rulebook Changes

7.B.1 Number/Classes:

All entries shall have the number and class on each side of the motorcycle, and the number and class shall be clearly visible with the rider in the riding position and shall contrast with the background on which they are applied. All entry numbers shall be a minimum of 3 in. high and 1 in. wide. All class designation characters shall be at least 1 in. high. **The number/class shall be located within a flat, smooth vertical surface with a minimum dimension of 6 in high by 8 in with a maximum of 8 1/2 in by 11 in.** The surface may be part of the motorcycle or number plates may be used. Plates, if used, shall be securely mounted; meet the dimensions and any corners shall have a 1 in. radius, and shall be located ahead of a vertical line through the rear axle.

7.B.4 Controls:

Control levers shall have at least a 1/2 in. diameter round ball end. **The handlebars shall locate the hands outside the width of the fork tubes.** It is suggested that the configuration of the handlebar(s) locate the thumbs at least 10 in. apart. An entrant may be required to demonstrate low speed handling and stability to meet this requirement. **Handlebars shall be made of steel, aluminum, titanium or other material approved by the Technical Committee.**

7.B.21 Nitrous Oxide Systems:

Nitrous Oxide bottles and lines are considered a part of the fuel system and governed by all fuel system requirements. Nitrous Oxide bottles shall be securely mounted. Bottle mounting by hose clamps alone is not sufficient. Vehicles with Nitrous Oxide systems shall be visibly identified as such and the location of the bottle(s) shall be clearly indicated. Nitrous oxide installations shall provide crash protection for the bottle shut off valve. **When competing in the gas classes, all nitrous oxide bottles, lines, and solenoids shall be removed. Injectors may be removed or capped.**

7.D.3 Engine Displacement Classes:

Displacement shall be greater than the maximum allowable for the next lower class. To permit minor reconditioning of worn cylinder blocks in classes other than Production, it is permitted to increase cylinder bore diameter .020 in. (.508 mm) beyond that which provides maximum displacement for the class. In all cases, the resulting displacement shall be exceeded to qualify for the next higher class. The .020 in. (.508 mm) will be discounted for record certification and will be noted on the certification card and in the logbook.

7.D.4	Frame Class	Engine Classes	Max Displ.	Max No. of Engines:
	P	P, PP, PB, PPB, PV	3000	1
	M	All except UG, UF & omega	3000	1
	MPS	All except UG, UF & omega	3000	1
	A	All except UG, UF, P, PP & omega	3001 & above	2
	APS	All except UG & UF, P, PP	3001 & above	2
	S	All except P, PP	3001 & above	2
	SC	All except P, PP & omega	3001 & above	2
	SCS	All except P, PP & omega	3001 & above	2

Classes defined and not restricted under items 7.D.1, 7.D.2, 7.D.3 and 7.D.4 are open for competition.

7.E.1.12 Rear Sprocket
Rear sprocket size is optional.

7.F.4 Fenders:

A front fender is optional, and if used shall comply with the following: the front wheel and tire shall be visible from either side for a continuous 210 deg. of their circumference. The front of the fender shall not extend lower than 5 in. above a horizontal line drawn through the front axle. The perimeter of the fender shall not be farther than 1.750 in. from the tread. The sides of the fender may fair into the fork tubes, but shall not be over 2 in. wider overall than these parts.

7.F.12 Partial Streamlining:

The following rules apply to motorcycles not using OEM components (or replicas of those components), or using a fairing, bodywork or tail section on a production model that was not originally equipped with the components used.

No part of the fairing ahead of the front axle may be lower than the top of the front rim at the axle vertical centerline or be forward of the front edge of the rim. Forward front fender coverage may not extend lower than a horizontal line through the front axle. There shall be no streamlining forward of the front edge of the front rim. **There shall be no streamlining other than a seat or tail section to the rear of the rider's body, and the seat/tail section may not cover any of the wheel when viewed from the side.** If a streamlined seat or tail section is used it cannot extend further to the rear than a vertical line at the rear edge of the rear tire or be more than 36 in. from the ground with the rider seated on the bike. It shall be possible to see **all** of the rider completely from either side, except the hands and forearms. As viewed from directly above it shall be possible to see all of the rider from directly above and from the sides, except the hands, forearms. It is forbidden to use any transparent material to avoid the application of these rules. Fairings or bodywork shall have a minimum of three (3) separate mounting points.

The OEM fairing, bodywork and tail section for the specific production model THAT EXCEED THE ABOVE are allowed. Fairing and tail section shall be mounted in a conventional manner and all bodywork pieces shall be mounted in their original relationship to each other. Replacement non-OEM fairings, bodywork and tail sections shall be an exact replica of the OEM parts. Documentation to verify conformation of non-OEM parts to OEM parts shall be made available to the inspector by the competitor.

7.G.10 Open Class:

This class is **limited** to purpose built "bare bones" race bikes stripped of all aero and street use parts. No streamlining is permitted in the Open Special Construction class. Streamlining is defined as any device or objects that have the purpose of directing, limiting, or controlling airflow around the motorcycle or the rider. A front fender is optional, and if used shall comply with the following: the front wheel and tire shall be visible from either side for a continuous 210 deg. of their circumference. The front of the fender shall not extend lower than 5 in. above a horizontal line drawn through the front axle. The perimeter of the fender shall not be farther than 1.750 in. from the tread. The sides of the fender may fair into the fork tubes, but shall not be over 2 in. wider overall than these parts. The rear fender shall not extend beyond the back of the rear tire. If a seat/tail section is used, it must not extend more than 3 in. past the rear of the rear tire. No part of the tail section shall be lower than the top of the rear rim, or over 36 in. from the ground, with the rider seated on the bike.

7.J.5 Class F:

Shall be comprised of major parts and components designed primarily for use in motorcycle engines. No restrictions on fuel. Superchargers or turbochargers are not permitted. Fuel injection is permitted.

7.H STREAMLINER

A Streamliner is a motorcycle designed so that it is not possible to see the complete rider in the normal riding position from either side or above. Wheelbase is unlimited and shall make a single track. Power shall be transmitted through the rear wheel only. Steering shall be done with the front wheel only.

The vehicle, unloaded, must be capable of being leaned at an angle of 20 deg. (minimum) from the vertical position without touching the ground, other than the tires, without prior contest board approval.

NOT FOR VOTING

Add clarifying wording

3.O FLYWHEELS, FLYWHEEL SHIELDS and BELLHOUSINGS

• Flywheel Shields: On cars where no aftermarket flywheel shield is available, and on smaller cars with limited space to install either SFI specification or SCTA-approved flywheel shield, a SFI specification 4.1 blanket specifically manufactured **for the particular application may** be used as a flywheel blanket (shield). **All such uses shall be submitted to the Car Technical Chairperson in accordance with Section 1.P, Technical Committees;, and must receive prior approval before use.**

Replace missing words

4.R Hood Scoops:

On rear engine cars the hood scoop may be built on the engine cover. The scoop shall not extend more than 11 in. above the surface of the roof and no further forward than the front edge of the back window.

Carry over from car #6

7.H.8 Fuel Shut-off:

A remote fuel shutoff to disable pump operation that can be easily actuated from the rider compartment shall be fitted. All electric fuel pumps shall have an inertial **or other positive "shut off switch" e.g. microprocessor controlled, or oil pressure switch.**