

Rule Changes for 2012 SCTA Rulebook - Cars

Bold print indicates a new word or sentence.

The convention ... between words indicates that current text remains in place.

Text with a ~~line through~~ indicates deleted wording.

Rulebook Section 1

Issue: Inspection process where inspectors inspect against unwritten rules and insert - "What I would have done" as design guidance and personal interpretation of rules.

1.A TECHNICAL INSPECTION:

All inspections will be made using the current year SCTA Rules and Records book. No competitor will be required to modify/revise/rebuild/augment any component or feature of the competition vehicle without a direct citation of the relevant rule and a clear description of the infraction/shortfall/misunderstanding of a specific entry in the rulebook. In the event of a continuing divergence of opinion between the inspector and the competitor the issue shall be referred to the Chief Inspector.

Each participating ... further inspections.

Issue: revise protests fee structure

1.I PROTESTS:

All protests ... being certified. **Protests shall require a \$100.00 fee. Engine protests that require a tear down shall require a \$300.00 fee. This fee is refundable if the protest is upheld. Should a body protest not be upheld the fee is forfeited to the SCTA Treasurer. Should an engine protest not be upheld the fee shall be awarded to the protested to cover the expense of tear down.**

Rulebook Section 2

Issue: Ref: 2.A.1 Is putting a divider in a port and separating adding a port?

Issue: Include the V4/V4F Guide in the Vintage Engine section

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. **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 in V4 engine classes only** 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. **The addition of a port divider to an OEM block or OEM cylinder head is not considered as adding a port. For V4 and V4F engines a Guide to Permitted/Prohibited engine block modifications is available from the committee chair (Section 16), the SCTA Office (page 3) or on the SCTA-BNI website (www.scta-bni.org).**

Issue: It was never intended to allow vintage large cubic inch engines to be down sized to fit into XO class.

Issue: To further prevent someone from building a very strong XO engine by using a sleeve to decrease the bore of a large displacement engine.

2.A.1 VINTAGE ENGINES:

XO class consists of inline overhead valve (OHV), inline flathead and flathead V8 (except Ford & Mercury) and V-12 **passenger car and pickup truck (or the same engine design family, 4.N 1959 or earlier design, up to 325 original cid. In the spirit of the class, XO engines shall be typical of those run at the Southern California Dry Lakes in the late 1940s and early 1950s.** Examples include Chevrolet, GMC, Hudson, Packard, Buick, Lincoln and Cadillac. Foreign engines are NOT included.

Issue: Substitute for EVENT DIESEL FUEL

2.B FUELS:

EVENT DIESEL FUEL:

If the Contest Board establishes an EVENT diesel fuel, that fuel shall be used. USDA designated Food Grade Vegetable oil from a sealed container may be substituted for, or used in combination with EVENT diesel fuel.

Due to special considerations required using gaseous fuels, contact the Fuel Specialist for further information, section 16.

Rulebook Section 3

Issue: A type error called the wrong spec for head sock/head skirt.

3.A.1 Minimum Driver Suit Requirements

ALL DRIVERS SHALL WEAR A SFI 3.3 HEAD SOCK or a SFI 3.3 HELMET SKIRT.

Issue: When the new Snell dated helmets are released, it takes six months to get the supply lines filled. Suppliers try to push off the last release dated ones at a discount. If you want to get a helmet for the whole ten years, you have a very limited selection to choose from. If we add an extra year to the usability date, it would relieve this issue. Example: 2000 helmets would be good to 2012, the 2005 expires 2017.

3.A.2 Driver's Helmet:

All drivers shall wear a full-face helmet with face shield bearing a Snell Foundation tag reading Snell SA2005 (FIA 8860-2004) Competitors are encouraged to upgrade to the now available Snell SA2010, Snell SAH2010 or FIA 8860-2010 standard helmets if making a new purchase. **Helmets with a Snell rating label of 2005 will expire on January 1, 2017, helmets with a Snell rating label of 2010 will expire on January 1, 2022.** 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. All cars and motorcycle streamliners require SA rated helmets.

Issue: There are currently no guidelines for the appropriate use of tubular or other non-plate type gussets. While most competitors that have elected to use tubular or other non-plate type gussets (formed gussets that are like a combination of a tube and plate) appear to have them installed in a way that appropriately strengthens and supports welded tube junctions, there should be some set standard for which to base all future constructions on.

3.B.1 Roll Cage:

Minimum requirements ... Figure 1.

Gussets are required at tube junctions of hoops and shoulder rail. Gussets shall **either be made of plate, tubing or fabricated from sheet. Plate gussets shall be made from** mild steel, .125 in. minimum thickness and 4 in. per side, preferably stitch welded on the outside of the tube junction. **Tube gussets shall be a minimum of 1 in. O.D., round steel tubing with a minimum .120 in. nominal wall thickness although it is recommended that tube gussets be of the same O.D. and wall thickness as the main roll cage material. Tube gussets shall be constructed such that the outside edge of the tube gusset be at least 4 in. from the tube junction point, see Figure 3.** Gussets are required at all shoulder bar attachment points. Grinding of welds is NOT permitted, see Figure 2. Gussets may not be used as aerodynamic aids and shall not exceed 6 in. in length without prior technical review and board approval.

Issue: The minimum width requirement of 2 in. belts satisfies SFI 16.1. Current 3 in. belts are still legal.

3.D.2 Seat Belts:

Seat belts meeting SFI specification 16.1, quick release, competition type seat belts and shoulder harness, with **2 in. minimum** lap belt, **2 in. minimum** shoulder belts and 2 in. crotch strap are mandatory in all categories. All seat belt and shoulder harness installations shall be mutually compatible, originally designed to be used with each other. Crotch straps are required in all categories. All belts shall be in good condition and have a manufacturer's tag with a legible date not more than 5 years old on the label. It is recommended that seat belts be upgraded every two to three years. When arm restraints are worn with a belt system that utilizes a "latch lever" with a built-in latch lock, a protective cover shall be installed to prevent the arm restraint from accidentally releasing the latch lever. Tape is not sufficient as protection.

SEAT BELTS AND SHOULDER HARNESSES SHALL BE INSTALLED TO THE MANUFACTURER'S SPECIFICATIONS AND IN COMPLIANCE WITH THE HELMET SUPPORT SYSTEM REQUIREMENTS WITH SPECIAL CONSIDERATION GIVEN TO THE SHOULDER BELT INTERACTION WITH HANS TYPE DEVICE, SFI 38.1. Seat belts shall be securely fastened to the frame, cross member or reinforced mounting points so that fittings are in direct line with the direction of pull. Participants are cautioned that the usual "factory" mounting through the floorboard is inadequate and will not be permitted without additional reinforcement. Mounting shall be accomplished with a minimum of grade 5 bolts. Under no circumstances are bolts to be inserted through the belt webbing. The shoulder harness shall be mounted in a manner as to prevent slipping off the driver's shoulders, see Figures 5, 6 & 7.

Issue: there should be a rule regarding fuel shut off valves on all Diesel classes, this would shut off supply, not to be confused with a standard shut off valve attached to injection pump, the standard valve would be inoperable if internal parts would failed.

3.I.3 Diesel Fuel Systems:

Diesel engines with mechanical injectors shall be equipped with a shut off valve that will eliminate the fuel supply.

Issue: A parachute use policy for Bonneville is added to the rulebook.

3.M PARACHUTE:

An approved parachute is required on all cars that qualify for the long course (175 MPH). Vehicles that exceed 300 MPH shall be equipped with two (2) independent parachute systems. Parachutes shall be securely mounted to a suitable cross-member. All parachutes shall be opened during inspection. Special attention shall be given to the length and mounting point of the parachute tether line. The manufacturer's recommendations should be followed regarding parachute size, mounting, etc.

On those vehicles required to have parachutes, the deployment of the parachute/s is at the driver's discretion, consistent with safe and efficient event and vehicle operation.

Parachute failures, such as the parachute pack not opening, parachute canopy not opening, parachute separation from the vehicle, handling problems as a result of parachute opening, etc., will require a re-inspection.

ALL VEHICLES HAVING A PARACHUTE FAILURE SHALL RETURN TO THE INSPECTION AREA WITH ALL COMPONENTS OF THE PARACHUTE SYSTEM. A NOTATION WILL BE MADE IN THE VEHICLE LOG BOOK DESCRIBING THE FAILURE AND SOLUTION.

Issue: Inability of first responders to locate hood release.

3.V HOODS:

Hoods are required in all categories (except Special Construction Category) and shall be secured by metal fasteners, leather or webbing straps. Production hood latches are not sufficient unless the hood opens from the rear. Hood side panels (such as found on '29 Ford) may be removed. Early type hood hold-downs (spring type) are inadequate. **Visible hood release fasteners, (such as hood pins and Dzus fasteners) do not require identification. All other releases (such as factory releases) shall be clearly marked.**

and

1.A TECHNICAL INSPECTION:

Each participating ...

Replacement identification stickers will be issued with SCTA Board approval only upon receipt of a written request citing circumstances. **Identification may be required directing emergency personal to safety devices, e.g. hood releases, electrical shutoff, etc.**

Race vehicles, ... further inspections.

Rulebook Section 4

Issue: Clarify, simplify and remove design directives from the section on Spoilers

4.CC.8 Spoiler:

A device on the upper portion of the body for the purpose of spoiling lift. The spoiler shall be mounted in the rear portion of the body, behind the rear axle centerline. Two different **implementation approaches** can be used but not mixed together, see Figures 9 and 10. **Should a competitor wish to use a different approach to a spoiler implementation, that approach must be submitted to the Technical Committee for review and consideration prior to the race event.**

Implementation Approach One:

The spoiler must have a **continuous** surface no wider than the outside edge of the rear tires. The maximum chord measured on the top surface at the center of the car can be 10 in.. A 1 in. tab or hinge can be added to the leading edge of the spoiler for mounting purposes. A spill plate on each side of the spoiler is allowed and must be **mounted** parallel to each other vertically and horizontally. It can extend **no further** forward **than** the rear axle centerline. Spill plates are allowed to be **no more than** 8 in. above and below the forward mounted position of the spoiler when **the spoiler is parallel with the ground** and extend **no more than** 2 in. past the end of the spoiler. Gurney flaps are allowed but cannot extend above or behind the spill plates. The **design** is allowed to fill in the horizontal gap between the leading edge of the spoiler and the body with a plate no farther forward than the centerline of the rear axle.

Implementation Approach Two:

The spoiler must have a single **continuous** surface with no side plates. The maximum spoiler chord measured on the top surface is 10 in. from the trailing edge of the body. A 1 in. tab can be added to the leading edge of the body for mounting purposes only. The ends of the spoiler must follow the contour of the body and shall not extend beyond the outside of the body at any point. When laid flat the width of the spoiler can be a maximum of **no more than** 16 in. wider than the outside plane of the rear tires. No other aero devices or a Gurney Flap are allowed with this design.

Then change the titles of figure 9 from Spoiler Design to Spoiler Implementation Approach one, and change the title of figure 10 from Alternate Spoiler Design to Spoiler Implementation Approach two.

Issue: Definition of Strakes - - - incidentally this form is very hard to use with the tiny type blocks and continual rescans to re-read what has been entered - - - editing is almost impossible

4.CC.9 Strake:

Strake is an aerodynamic device **located under the vehicle in** at the rear **portion** of the vehicle that **is intended to control and directs** air flow under the vehicle. The strake **may extend** no further back than the trailing edge of the body, **and be** perpendicular to the ground. The strake **may be located** no further out than the inner plane of the rear tires and **may extend** no further forward than **the firewall or body cowl line, whichever is further forward**. Strakes that are OEM and do not meet this definition are allowed.

Issue: Add the option to use a wing in the Competition Coupe classes

4.CC.12 Wings:

Wings are a special class of aerodynamic devices intended to provide down-force, which are allowed ONLY on Streamliners, Lakesters, Modified Roadsters, **Competition Coupes** and Production bodies which had the wing as an option. For classification purposes, the wing is not considered as part of the body.

and

5.D.1 Competition Coupe & Sedan - /BFCC, /FCC, /BGCC, /GCC

This class ... the category.

Wing width including side plates shall not be wider than the outside width of the body. The maximum allowable height of the wing including side plates shall not exceed 65 in. from the ground as measured to the highest part of the wing. The rear of the wing including side plates may not be set back more than 18 in. behind the rear of the body. The lowest portion of the wing shall be at least 6 in. above the highest point of the body. The total wing area (measured by the fore-to-aft dimension times the side-to-side dimension on the top surface) shall not exceed 1152 square in. Multiple element wings are NOT allowed.

NOTE: Entrants ...

Rulebook Section 5

Issue: Rewrite and rearrange the category description for Vintage Oval Track classes.

5.B.5 Vintage Oval Track /VOT

Midget Vintage Oval Track /MVOT

The Vintage Oval Track class is for vintage engine, old-style open wheel, rear drive, dirt track and Indy, one or two seat cars, with a tapered tail and cowl. **The appearance and design of cars in this category shall be practical for, and as were used in OVAL TRACK and SPEEDWAY competition from the late 1920s to 1957.** A limb restraint system (3.D.3 and 4.U) extending from the firewall to behind the driver's seat requiring the driver's feet to be retained and protected, will be strictly enforced. A belly pan alone is not acceptable.

The vintage engines permitted in this class have to be built with pre 1948 design engine blocks; i.e., no modern overhead V8s or blowers are allowed.

The cars and engines in this category should also resemble historic, documented cars and be in a period correct relation to each other; i.e., a GMC engine laid flat in a Kuzma Roadster is not allowed.

No Production body panels are permitted, except for the grill shell. **No track roadster configurations are allowed.** A fully functioning radiator shall be mounted in front of the engine, and the fuel tank shall be mounted in the tail behind the driver. The driver shall sit entirely behind the engine, ahead of the rear axle, and shall not recline more than 5 deg. from the vertical. The frame may be of any construction except monocoque, and all wheels shall be sprung (2.D). **Shocks must be mounted outside the frame.** "Knock-Off" type wheels specifically made for racing may be used in this class. **Knock-Offs must be safety wired.**

At least 2 Brakes on either the front or rear axle are required. Brakes must be mounted outside the body.

Ground effects, wings or wheel fairings are NOT permitted. Spun aluminum wheel discs are allowed. The usual track- style nerf bars are optional if they give no aerodynamic aid.

If required, parachute packs must be mounted behind the roll cage (on top of the tail) or in the push bar area. No fairing, molding or wings permitted.

Tarps and Panels may be fitted around the cockpit, but there may be no covering above the driver's head, except for the roll cage, nor any panel that shall be moved or swung to safely enter or exit the cockpit.

Grille/Nose opening must resemble the documented race car and can NOT be filled. Air inlet opening in grille/nose must be a minimum of 30 sq. in. for VOT and 25 sq. in. for MVOT, not including the grille and/or grille bars.

Excessive engine set back is prohibited. The most rear edge of the engine block may not extend inside the cowl section. Direct mounted ... Overhead 125 cid

Issue: Foreign cars are not included in the Classic category.

5.C CLASSIC CATEGORY

This category encompasses American **and Foreign** coupes and sedans produced between 1928 and 1981 with a production rate of at least 500 vehicles of the same model for sale to the general public. **Foreign coupes and sedans are limited to 'F' (123.00 to 183.99 cid, 2.016 to 3.014 L) engines sizes. These foreign vehicles are NOT eligible for the Season Points Championship at El Mirage during the 2012 season.**

~~The classes within this category are intended to provide a venue for coupes and sedans from the "Golden Era" of American automobile production. Vehicles will include post vintage cars such as the 1949-50 Ford and Mercury through the popular Muscle Car years of Camaros, Mustangs, and Chargers. Entries shall be unaltered in height, width, and contour with all stock panels, i.e., hoods, fenders, ...~~

Issue: Late model cars with molded mirror housings are re-configuring the fender.

5.D MODIFIED CATEGORY

This category ... and streamlined.

In classes where the removal of rear view mirrors is allowed the OEM fender or door shape must be retained. If a fender stamping has a mirror housing as part of the fender or door, that shape must be retained.

Front air ... remain uncovered.

Rule Changes for 2012 SCTA Rulebook – Motorcycles

Issue: There is no clear explanation of what is considered front or rear of the rider

Add new paragraph:

7.A.7 Rider Position:

Any reference to a location relative to the position of a "Rider" will be as follows:

Forward of the rider is defined as any area from the most forward edge of the motorcycle to the silhouette of the rider as viewed from the side, excluding the hands and arms. Behind the rider is defined as any area from the most rearward edge of the motorcycle to the silhouette of the rider as viewed from the side.

Issue: There is no clear definition of OEM or Original as referenced in many rules

Add new paragraph:

7.A.8 OEM/Original:

The term "OEM" or "original" is defined as a manufacturer's original equipment for the particular make, model and year of the motorcycle

Issue: Competition number and class location

7.B.1 Number/Classes:

All entries shall have the number and class on each side of the motorcycle which **shall be clearly visible with the rider in the riding position**. Numbers shall be a minimum of 3 in. high by 1 in. wide, **class designation characters shall be a minimum of 1 in. high; both must contrast with the background on which they are applied.**

Number/class may be applied to a surface on the motorcycle or number plates may be used. Number plates shall be securely mounted with a minimum dimension of 6 in. by 8 in. and a maximum dimension of 10 in. by 12 in., with a minimum corner radius of 1 in. Number plate location is dependent on specific class rules.

Issue: Additional language needed to prevent the use of tires that may damage the racing surface.

7.B.8 Tire Requirements:

All production ...

265 MPH+ Contestants shall use LSR or other tires as approved by the motorcycle tech committee.

Any tire deviation **or the use of any non-pneumatic wheel/tire combination** shall be submitted to the Contest Board, with sufficient supporting data to justify a deviation, in writing 45 days prior to an event. **Any wheel/tire combination that has a square edge at the tread/sidewall is strictly forbidden.**

Issue: Potential unsafe condition for rider

7.B.20 Exhaust:

All exhaust system outlets shall be directed away from rider, the rear tire and the course surface. **All blow-off valves, waste gates and burst panels must point away from the rider.**

Issue: Incorrect information in engine class table

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

Issue: Current rule wording may allow misinterpretation

7.E.1.1 Handlebars:

Any shape may be fitted to **OEM** handle bar mounts except those which extend more than 15 in. above, 4 in. in front of, or 4 in. below the **OEM** handle bar mounts. **Controls and switches must remain OEM.**

Issue: Make removal of rear footrests and all supporting brackets mandatory when possible

7.E.1.2 Footrests:

OEM rider footrests must be used. Passenger footrests and their supporting brackets shall be removed unless integrated into the frame or used for a purpose other than holding the footrest, e.g. muffler bracket.

Issue: Poor wording of rule limits the locations available for placement of number plates

7.E.1.5 Number/Class:

Number plates, if used, shall be located behind the rider, ahead of a vertical centerline and above a horizontal centerline of the rear axle.

Issue: Vague wording in rule allows for misinterpretation of what brackets may be removed.

7.E.1.6 Lighting Equipment and Instruments:

Reflectors, turn signal lights, and **their supporting** brackets may be removed only if not integrated with the body fairing. To avoid heat buildup, lamps may be rendered inoperative.

Issue: Unclear sprocket & chain rule

7.E.1.12 Sprockets/Pulleys:

Front and rear sprocket/pulley size is optional; OEM chain size/belt width must be maintained.

Issue: Unclear definition of accessories and options as they pertain to Production Class motorcycles

Add new paragraph;

7.E.1.13 Accessories/Options

Any accessory or option available for the make, model and year of the motorcycle will only be allowed if it is delivered from the factory direct with the accessory or option installed. Accessories and Options that are installed after delivery from the factory are not allowed.

Issue: Vague definition on limited production model requirements

7.F MODIFIED PRODUCTION

The Modified Class is intended for "modified" production models and not purpose-built racing bikes.

This class includes all On Road, On-Off Road and Off Road only models and limited production models (**more than 50**).

This class does not include factory produced road racing or any other "works" racing models.

The requirements for this class include:

- **An OEM frame must be used. Steering head angle may be altered, but must remain in its original location. Swing arm length, type and mounting method may be altered. Brackets, braces, mounts, gussets, etc. may be moved, modified or removed. Perimeter type frame engine cradle tubes must remain unmodified. Spar-style main frame spars must remain unmodified. "Main frame spars" are defined as the large formed tubes which connect the steering neck to the engine mounts and swing arm pivot.**
- The engine shall be from the same manufacturer as the frame.
- A single engine with maximum displacement limited to 3000cc.
- A maximum wheelbase not to exceed the original OEM specification plus 10%. Entrants shall provide acceptable documentation for record certification.
- Handlebar grips and rider seating position shall be above the top of the rear tires with the rider seated, unless original OEM design.
- Gas tanks, if not original equipment to the production model, shall have a minimum capacity of 5 liters or 1.32 gallons.
- **OEM lights, instruments, fenders, gas and oil tanks, seat, forks, swing arm, shocks, brakes and wheels are optional.**

Bikes that meet the requirements for the Modified Production Class by definition cannot run in the Special Construction Class.

Issue: Use of the word "purpose" in the definition of streamlining allows for misinterpretation of the rule.

7.F.11 Open Class:

1. No streamlining is permitted in the Open Motorcycle class. Streamlining is defined as any devices or objects forward of the rider that **have** the **apparent effect** of directing, limiting, or controlling airflow around the motorcycle or rider.

2. Seat or tail section shall conform to partial streamlining rules.

3. Un-modified OEM air inlet scoops, OEM instruments, OEM instrument panels and/or OEM headlights mounted with un-modified OEM mounts in the OEM location are allowed in the Open class and meet the non-streamlining rule.

Documentation to verify OEM parts shall be made available to the inspector by the competitor.

Motorcycles using non-OEM instruments, or OEM instruments not using OEM mounts, must be mounted within an area defined as no farther forward than 6 in. in front of the leading edge of the upper triple clamp nor more than 4

in. above the top of the upper triple clamp nor more than 2 in. below the top of the upper triple clamp nor wider than 1 in. outside of each fork tube.

Issue: Rule contains unnecessary language and the class specification is unclear.

7.G SPECIAL CONSTRUCTION (A)

The Special Construction class is intended for purpose-built race bikes, not production bikes with minor modifications. A special construction frame is unlimited in design, except for the class requirements of this section. This class includes factory produced road racing or any other racing "works" models.

Bikes in this class must have either a full APS fairing or two of the following:

- Two engines
- Unlimited engine displacement
- Seat base lower than top of rear tire with the rider seated on the bike
- Design items not permitted in the Modified Production class
- Center hub steering

All components ...

Issue: The current exhaust system rules have not kept up with the new bodywork rules in APS, and are restricting the potential benefits of the bodywork rules

7.G.2 Optional Exhaust Systems:

Exhaust pipes may not extend beyond the rear edge of the rear **bodywork**.

Issue: Use of the word "purpose" in the definition of streamlining allows for misinterpretation of the rule.

7.G.10 Open Class – Special Construction (A)

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 **devices or objects** forward of the rider that have the **apparent effect** 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.

Issue: Confirm that wheels are allowed as skids

7.H.19 Skids:

Streamliners using skids shall have a positive lock in both the up and down positions. The shoe or contact area shall have a good form of ski-nose with a surface friendly design. **Wheels may be used as skids.** Skids are to be locked in a retracted position as soon as the motorcycle becomes stable.

Issue: Using U, for unlimited displacement, and also for UG & UF, for non-motorcycle engines in Streamliner and Streamliner Sidecar classes is confusing.

UNLIM

A-PF	Maggio Motor Sports	V Quad	08/11	163.191
A-PG	Mike Maggio	V Quad	08/09	164.172
APS-PF	and the Ugly	H/D	08/04	164.081
APS-PG	Spyke Bob Moreland	H/D	08/06	203.687

3001+ CC

A-PF	Maggio Motor Sports	V Quad	08/11	163.191
A-PG	Mike Maggio	V Quad	08/09	164.172
APS-PF	and the Ugly	H/D	08/04	164.081
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