

## SCTA Rule Changes for 2019

Page 1, bottom paragraph, delete strike through add 2025

...Proposals for the creation of new classes will be discussed at even year Rules Meetings for implementation in odd-year Rule Books only, e.g., ~~2019~~, 2021, 2023, 2025 etc.

For the rest of the changes, Strike through words are to be ~~deleted~~, Bold words are to be **added**.  
Page references are from the 2018 rulebook.

### 3.D.2 Seat Belts Page 38

Minimum 5 point seat belts meeting SFI specification.....All belts shall be in good condition and have a manufactures tag with a legible date not more than 5 years old on the label **or an SFI tag with a “Valid Until” date. The Valid until date will be accepted up to 3 years after the date on the tag (i.e. a Jun 2019 valid date will be accepted until Jun 2022).**

**Relevant Rule:** Section 5.B.3

Page # 77

**Desired Rulebook (re)wording:** On page 77, in the paragraph outlining what modifications are allowed to the radiator and or grill shell, replace the "/" with the words "and or"....`A radiator, and or grille shell may be sectioned or bobbed, but the width may not be altered.

**Relevant Rule:** Section 5.B.3

Page # 78

The following items are required: **a radiator** a horn, at least one tail/

**Relevant Rule:** Section 4.CC.8

Page # 59

Add to 3<sup>rd</sup> sentence “Two different implementation approaches **IF ALLOWED** can be used but not mixed together”

**Change Section 4.N to 4.N.1**

Page # 55

And add the following:

**Relevant Rule:** New Section 4.N.2

Page # 55

### 4.N.2 Port Configuration

**Port Configuration is defined as the factory original port location in relation to the adjacent port or ports.**

**Example: A 1970 small block Chevrolet cylinder head has a port configuration as follows; X I I X X I I X, with the “X” being exhaust port and “I” being intake port locations. For this same basic engine, you could purchase a set of Chevrolet SB2 type cylinder heads over the counter (but were never factory installed) which has the following port configuration; I X I X X I X I. When factory port configuration is required in the Category being run, the second port configuration would be considered a violation.**

**Rule Section:** 5.B.5 VOT Category Page #: 81

After second paragraph (the vintage engines...), add the following paragraph: **Transmission shall not exceed 4 speeds for manual / stick shift transmissions and 3 speeds for automatic transmissions (no overdrive). The use of electronic, or other pedal shifters and additional overdrives are NOT permitted. Manual valve shifting on automatic transmissions is allowed along as it is accomplished with a mechanical shifter.**

This is a completely new section behind 5.D.4 All in **Bold**

**5.D.4.a Modified Grand Touring Sport (Gas Only)**

This class is intended for series production sports cars which have been modified to such an extent to make them illegal for the production (GT) class and limited production sports car type bodies such as Kellison, Devin, Victress, Bradley and Sterling which may be placed on a production or specially constructed frame. This class is limited to production and limited production (a minimum of 50 produced) of the same model for sale to the general public. No "One of a Kind" type bodies will be permitted.

One of the following modifications shall be done to be considered in this class:

1. The addition of a belly pan
2. A quick change rear end
3. An engine swap
4. A front-wheel drive vehicle converted to rear-wheel drive or a rear wheel drive vehicle converted to a front wheel drive

Production sports cars with an engine swap (4.N) will be legal for the class. Blowers may be used.

A GT Sports body may not be altered in height, width, length or contour. The wheel base shall not be altered. All body panels shall be mounted in the original relationship to each other. Factory soft top or open convertible windshields may be lowered or removed. Tonneau covers (2.O) are allowed.

Any frame may be used as long as the bottom line of the frame is not higher than the outer bottom line of the body between the firewall and the rear wheels. An exception will be made if a stock frame and the same year/make of body are being used. If the ORIGINAL frame/body relationship is such that the lower bottom line of the frame is above the outer bottom line of the body, that frame/body combination may be used. The burden of proof of the ORIGINAL frame/body relationship lies with the entrant. The frame may not be exposed from the bottom of the body.

Any type rear-end differential may be used.

No change can be made to the driver's location as originally designed and the driver is seated behind the engine except in the case of production sports car type bodies which were designed and intended for rear engine usage. The driver must not be restricted from entrance or exit from the vehicle by moving the cockpit covering.

Bumpers, grilles and front lights may be removed and the opening created may be filled or covered. The filled or covered area may be flush with the adjacent body; the basic shape and

contour of the vehicle cannot be changed. Aftermarket front ends are allowed as long as they conform to the class guidelines.

Blocking the airflow thru the radiator in front or behind is not allowed.

No streamlining, as described in Section 4.CC, is allowed, unless specified. Wheel wells may not be filled or covered. Wheel well openings may be radiused for tire clearance. No taped or filled body, door or window seams are allowed from the firewall back. Windows shall be mounted in the stock fashion or fastened to the inside of the window openings. Minor chrome trim and emblems may be removed.

The following items are permitted: Air dams and Splitters (4.CC.1). Skirts (4.CC.7) A non-stock Spoiler (4.CC.8).

Any type of exhaust may be used, except no individual stacks are allowed, and can exit anywhere from the body but the roof, top of front fenders or hood.

Roof-mounted spoilers, other than original for the body used, are prohibited.

The driver shall sit completely ahead of the rear axle, inside the body, and behind the engine, except in rear-engine cars using the original engine LOCATION. Drip rails may be removed or filled.

The following items are required: a starter capable of actually starting the engine, tail/stop lights, a full transmission, either manual or automatic utilizing the full shift pattern and gears, a radiator of the same dimensions or larger as originally equipped.

The following items are not permitted: air vents, headlight air scoops, blocked off radiator, taping of body or window seams, non-stock head rest fairings, trip fences, or vortex generators. Cars in this class are considered in the Modified Category and should comply with the General Rules of the category.

Engine classes allowed are: AA, A, B, C, D, E, F, G, H, I, J

### 5.E.3 GRAND TOURING SPORT - /BGT, /GT Page 97:

~~Engine Swaps in this class are allowed (e.g., Ford into Ford, Porsche into Porsche, etc.) as long as they were originally used in an automobile produced by the same manufacturer. Add: per Production Category rules cylinder heads are limited to the original number of valves and port configuration.~~

### Page 91 5.D.5 MODIFIED PICKUP TRUCK - /BMP, /MP (Gas Only)

### Page 92 5.D.6 MODIFIED MID/MINI PICKUP TRUCK -/BMMP, /MMP (Gas Only)

#### RULE SECTION: 7.B.15 WHEEL RETENTION:

RULE PAGE # 129

**7.B.15 WHEEL RETENTION:** All axles secured with axle-retaining nuts and all bolts that retain removable axle caps, pinch bolts, axle caps and axles shall be safety wired or otherwise secured by visually verifiable means. Lock washers, self-locking nuts or thread-locking compounds do not meet this requirement. **It is recommended, not a requirement, that all other wheel retention fasteners or pinch bolts and axles are safety wired or otherwise secured by visually verifiable means. The competition board reserves the option of requiring additional securing means if it is deemed necessary.**

RULE SECTION: 7.E.5 NUMBER/CLASS IDENTIFICATION: RULE PAGE # 135  
**7.E.5 NUMBER/CLASS IDENTIFICATION:** Number plates, if used, shall be located behind the rider, and ahead of ~~a vertical centerline and above a horizontal centerline of the rear axle~~ the rear axle centerline.

RULE SECTION: 7.G.3 NUMBER/CLASS IDENTIFICATION: RULE PAGE # 140  
**7.G.3 RESERVED NUMBER/CLASS IDENTIFICATION:**  
If used, a separate number plate shall be located ahead of a vertical line thru the centerline of the rear axle and behind the rider.

RULE SECTION: 7.G.10 OPEN CLASS - SPECIAL CONSTRUCTION – A: RULE PAGE # 141

**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 degrees of their circumference. The front of the fender shall not extend lower than 5 inches above a horizontal line drawn through the front axle. The perimeter of the fender shall not be farther than 1.750 inches from the tread. The sides of the fender may fair into the fork tubes or tire, but shall not be over 2 inches wider overall than these parts. If a seat, tail section or fender is used, it must not extend more than 3 inches past the rear of the rear tire or cover any of the wheel when viewed from the side. No part of the tail section shall be lower than the top of the rear rim, or over 36 inches from the ground with the rider seated on the bike.

It shall be possible to see all of the rider from either side. As viewed from directly above, it shall be possible to see all of the rider, in any and all riding positions, except for the legs and feet. It is forbidden to use any transparent material to avoid the application of these rules.

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

**RULE SECTION:** Section 7 MOTORCYCLE COMPETITION SPECIFICATIONS **RULE PAGE # 125**

**DESIRED RULEBOOK MODIFICATION:** SECTION 7 MOTORCYCLE COMPETITION SPECIFICATIONS

Following are the rules governing motorcycles **as promulgated by the Southern California Timing Association.** ~~participating in the Bonneville Nationals Speed Trials.~~

**7.B.5 HEADLIGHTS and LENSES:** All plastic or glass lenses shall be taped to retain breakage. **Masking or painter’s tape is not acceptable for this requirement.** On headlights, the tape is limited to the glass lens. To avoid heat build-up, lamps may be rendered inoperative.

**7.B.15 WHEEL RETENTION:** All axles secured with axle-retaining nuts and all bolts that retain removable axle caps shall be safety wired or otherwise secured by visually verifiable means. Lock washers, self-locking nuts or thread locking compounds do not meet this requirement. **It is recommended, not a requirement, that all other wheel retention fasteners or pinch bolts and axles are safety wired or otherwise secured by visually verifiable means. The competition board reserves the option of requiring additional securing means if it is deemed necessary.**

**7.E.5 NUMBER/CLASS IDENTIFICATION:** Number plates, if used, shall be located behind the rider, and ahead of and above the rear axle centerline.

### **7.G SPECIAL CONSTRUCTION – A, APS**

The Special Construction classes are 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. These classes include factory-produced road racing or any other racing “works” models which were not available to the public.

Bikes in these classes must have either a full APS fairing or comply with two of the following requirements:

- Two, **three or four** engines.
- Engine displacement greater than 3001CC.
- 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.

~~**7.G.3 RESERVED NUMBER/CLASS IDENTIFICATION:** If used, a separate number plate shall be located ahead of a vertical line thru the centerline of the rear axle and behind the rider.~~

~~**7.G.9 RESERVED ENGINE:** A maximum of 4 engines of unlimited displacement are permitted.~~

### **7.G.10 OPEN CLASS - SPECIAL CONSTRUCTION**

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 degrees of their circumference. The front of the fender shall not extend lower than 5 inches above a horizontal line drawn through the front axle. The perimeter of the fender shall not be farther than 1.750 inches from the tread. The sides of the fender may fair into the fork tubes or tire but shall not be over 2 inches wider overall than these parts. If a seat, tail section or fender is used, it must not extend more than 3 inches past the rear of the rear tire or cover any of the wheel when viewed from the side. No part of the tail section shall be lower than the top of the rear rim, or over 36 inches from the ground with the rider seated on the bike.

It shall be possible to see all of the rider from either side. As viewed from directly above, it shall be possible to see all of the rider, in any and all riding positions, except for the legs and feet. It is forbidden to use any transparent material to avoid the application of these rules.

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

**7.H.5 SEAT BELTS, SHOULDER HARNESS and ARM/LEG RESTRAINTS: All motorcycle streamliners and sidecar streamliners must be equipped with a complete competition seat belt and shoulder harness with shoulder, lap, and crotch straps as require in Section 3.D.2 Seat Belts. Limb restraints to the central harness buckle shall be used, as require in Section 3.D.3.**

**Page 153 7.J.12 Class Unlimited Fuel - UF and Unlimited Gas - UG:**

Any reciprocating non-motorcycle engine which uses the Otto cycle may run in Streamliner and Sidecar Streamliner classes only. Supercharged engines do not advance class size. ~~Same as Class F, except it is limited to event gasoline or an approved gasoline, see Section 2.B.~~

**Page 152 7.J.10 Class Vintage Fuel - VF and Vintage Gas - VG:**

Same as Class G or F, except that the class is limited to motorcycle engines produced prior to 1956. For reasons of historical authenticity, vintage engine modifications are restricted to older technology levels as far as practical. Accordingly, in classes VF, VG, VBF and VBG, newer technologies ~~such as~~ **specifically** EFI or electronic reactive ignition systems are not in keeping with the spirit of the Vintage classes and thus are not allowed. Computers are allowed for data collection purposes only.