

## 2006 Board Approved Motorcycle Rule Changes and Corrections

### General Competition Rules (applies to cars & motorcycles)

#### Page 7, 1.B, Classification

Add new paragraph at the end of the section:

**Proposals for the creation of new classes will be limited to even years only. i.e., 2006, 2008, 2010, etc.**

LIMITS CONSIDERATION YEARS

#### Page 8, 1.E Course

Add new sentence:

**All vehicles shall have a system for timely removal from the racecourse. Pushing or towing is an acceptable method of removal.**

SAME RULE, RELOCATED

#### Page 10, 1.H, Record Body and Class Certification

Add to end of 2<sup>nd</sup> paragraph:

**Pre-measured engine seals shall be good for one year, 365 days.**

SAME RULE, RE EMPHASIZED

### Motorcycle Competition Rules & Requirements

#### Page 92, 7.A.6, Rule Changes:

Expands paragraph

. . . using the Request for Rules Consideration form available from the Committee Chair, the Tech Trailer or the SCTA/BNI office. Rules cannot be changed or finalized at these meetings. The Motorcycle Rules Committee will ballot all proposed rules and rule changes. Rules receiving a majority affirmative vote of the Motorcycle Rules Committee will be recommended to the SCTA Board of Directors for approval. The Board is the final word on all rules and rule changes.

SAME RULE, CLARIFIES PROCESS

#### Page 93, 7.B.1, Number/Classes:

Rewrite 3<sup>rd</sup> sentence to read

The number/class must be located on a flat, smooth vertical surface with a minimum dimension of 6" high by 8" wide.

ALLOWS GREATER FLEXIBILITY

#### Page 93, 7.B.1, Number/Classes:

Rewrite 6<sup>TH</sup> sentence to read

**The entire plate must be located ahead of a vertical line through the rear axle.**

SAME RULE, CLARIFIES INTENTION OF THE RULE

#### Page 94, 7.B.8, Tire requirements:

New 1<sup>st</sup> Paragraph

**All production tires rated V, Z or ZR must have been produced within the last ten years as of the date of the current event - sidewall date coding will be checked.**

NEW RULE THAT PROHIBITS RACING ON PRODUCTION TIRES MORE THAN 10 YEARS OLD

**Page 94, 7.B.8, Tire requirements:**

Adds new sentence to end of 4<sup>th</sup> Paragraph

151 mph+ Production tires with a speed rating of ZR or special tires for racing as designated by the manufacturer. **Production tires with a speed rating of V, if shaved, can be used up to 200 mph.**

ALLOWS V RATED TIRES TO RUN AT HIGHER SPEEDS

**Page 95, 7.B.8, Tire requirements:**

1<sup>st</sup> Paragraph

**265 mph** + Contestants must use LSR or other racing tires rated for speeds higher than the class record.

SAME RULE BUT INCREASES MAXIMUM ALLOWABLE SPEED FOR ZR RATED TIRES

**Page 95, 7.B.9, Valve Stems and caps:**

3<sup>rd</sup> Sentence

**Tube type tires with rubber valve stems** that are angled, relative to the rotational plane of the wheel, must be secured to resist centrifugal force deflection.

REVISED RULE ELIMINATES REQUIREMENT FOR SECURING METAL VALVE STEMS.

**Page 95, 7.B.10, Wheels:**

Rewrites rule to read:

It is highly recommended that strict attention be paid to wheel alignment, wheel balance, spoke tension, and tire run-out. **Solid front wheels are not allowed.** It is REQUIRED that front wheels be cross ventilated by an area equal to at least 25% of nominal rim circle area. **Solid rear wheel are allowed.** No wheel discs are permitted.

SAME RULE, NEW TEXT ADDED FOR CLARITY

**Page 96, 7.B.14, Unsafe Motorcycle:**

Corrected rule to read:

If a Technical Inspector, **or the Chief Starter**, judges a motorcycle unsafe, it will not be allowed to compete.

ADDED EXISTING REQUIREMENT

**Page 96, 7.B.17, Steering Damper:**

Rewrites rule to read:

**Required in all classes.**

REVISED FOR CONSISTANCY AND SAFETY

**Page 96-97, 7.B.21, Nitrous Oxide Systems:**

Rewrites rule to read:

The Nitrous Oxide bottle pressure relief valve shall be vented away from the **engine and rider.**

ADDED FOR SAFETY

**Page 97, 7.B.22, Chain guard:**

Rewrites rule to read:

All **chain or belt driven** motorcycle entries (streamliners **see 7.H.22**) **must be** equipped with a **strong, metal chain or belt guard. Chain/belt must be guarded** from the center of the front sprocket to the rear most edge of the rear sprocket measured vertically. Primary **drives or exposed clutches** must have a side cover to prevent rider from getting entangled. OEM chain guards may not be adequate.

ADDED FOR SAFETY AND CLARITY

Page 97, 7.B.24, Ballast:

Adds new sentence:

**All ballast must be mounted ahead of the rear axle (except streamliners and sidecars).**

ADDED FOR SAFETY

Page 98, 7.B.28, Windshields/Windcreens:

Moved from 7.B.12 Partial Streamlining

**All windshields and windcreens shall be made of shatter resistant plastic, such as polycarbonate (Lexan®).**

APPLIES TO ALL MOTORCYCLE ENTRIES, INCLUDED OEM WINDSHIELDS/WINDSCREENS

Page 98, 7.C.1, Driver's Helmet:

1<sup>st</sup> sentence

**All drivers/riders must wear a full-face helmet with face shield, which must meet Snell Foundation 2000 or later specifications.**

UPDATE

Page 98, 7.C.2, Leathers:

Wording changes 3<sup>rd</sup> and 4<sup>th</sup> sentences

No cloth or **non-leather** panels are allowed. Fairing (**leather or cloth only**) on the back of leathers is allowed in partial **streamlined classes** only.

SAME RULE, CLARIFIES INTENTION OF THE RULE

Page 102, 7.F, MODIFIED PRODUCTION

Rewritten rule

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 (less than 500).**

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

**The requirements for this class include:**

- Frames must be based on an OEM type frame or production replacement having similar geometry.
- **The engine must be from the same manufacturer as the frame.**
- A single engine with maximum displacement limited to 3000 cc.
- **A maximum wheelbase not to exceed the original OEM specification plus 10%. Entrants must provide acceptable documentation for record certification.**
- Handlebar grips and rider seating position must be above the top of the rear tire with the rider seated, **unless original OEM design.**
- **Gas tanks, if not original equipment to the production model, must have a minimum capacity of 5 liters or 1.32 gallons.**

Original lights, instruments, fenders, gas & oil tanks, seat, forks, swingarm, 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.**

NEW CLASS RULES

Page 103, 7.F.10, Engines:

Changes specification

Only a single engine with a maximum engine displacement is 3000cc is allowed.

INCREASED SPECIFICATION

**Page 104, 7.F.12, Partial Streamlining:**

New paragraphs

**The OEM fairing, bodywork and tail section for the specific production model are allowed. Fairing and tail section shall be mounted in a conventional manner and all bodywork must be mounted in their original relationship. Replacement, non-OEM fairings, bodywork or tail sections must be an exact replica of the OEM parts. Documentation to verify conformability of non-OEM parts must be available for the inspector.**

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

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. There must be no streamlining forward of the front edge of the front rim. There must be no streamlining other than a seat or tail section to the rear of a line drawn vertically through the axle of the rear wheel, and the **wheel** must be clearly visible for the 180 degrees of its circumference to the rear of such a line. 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 inches from the ground with the **rider seated on the bike**. It must be possible to see the rider completely from either side and above except for the hands and forearms. It is forbidden to use any transparent material to avoid the application of these rules. **The fairing or bodywork must have** a minimum of three (3) separate mounting points.

ALLOWS OEM FAIRING, BODYWORK AND TAIL SECTION

**Page 105, 7.G, SPECIAL CONSTRUCTION**

Rewritten requirements

A special construction frame is unlimited in design, except for the class requirement of this section. **The Special Construction class is intended for purpose-built race bikes. This class includes factory produced road racing or any other racing "works" models. Bikes in this class may have:**

- One or two engines
- **Engine displacement is unlimited**
- Seat **base** lower than the top of the rear tire with **the rider seated on the bike**
- **A fuel tank of any size**
- Forks or center hub steering permitted.
- **And other design items not permitted in the Modified Production class**

**A bike entered in the Special Construction Class cannot be entered as a Modified Production Class entry within the same racing season.**

All components must have sufficient strength to ensure stability and safety. Weld integrity and fabrication methods will be closely scrutinized during the inspection process. The technical committee may require Non Destructive Test Certification of components and/or stress analysis of the design. (Refer to section 7B20).

NEW CLASS RULES

**Page 106, 7.G.11, Partial streamlining:**

Adds new rule

**There must be no streamlining other than a seat or tail section to the rear of a line drawn vertically through the axle of the rear wheel, and the wheel must be clearly visible for the 180 deg. of its circumference to the rear of such line. If a streamlined seat or tail section is used, it cannot extend further to the rear than a maximum of 8" beyond the rear edge of the rear tire or be more than 40" from the ground with the rider seated on the bike. No part of the seat or tail section that extends beyond the rear axle may be lower than the top of the rim of the rear tire,**

with the rider seated on the bike.

It must be possible to see the rider completely from either side and above except for the hands and forearms. It is forbidden to use any transparent material to avoid the application of these rules. Fairings or bodywork must have a minimum of three (3) separate mounting points.

ALLOWS PARITY WITH CURRENT OEM DESIGNS

Page 108, 7.H.7, Windshields:

Rewording

All windshields must be of **shatter-resistant** plastic, such as Lexan® and provide 120 degrees of adequate horizontal vision forward.

CHANGED FOR CONSISTANCY

Page 108, 7.H.9,

Adds new sentence.

A bulkhead or fender must be fitted around any tire within the rider compartment. **The fender must be metal construction or must be covered with a ballistic shield.**

ADDED FOR SAFETY

Page 110, 7.H.22, Chain/Belt Guard:

Adds new rule

**Guards are required to prevent a failed chain or belt from damaging fuel, oil, coolant or hydraulic lines.**

ADDED FOR SAFETY

Page 111, 7.I.11, Passenger Accommodation:

Rewritten rule

**Sidecar platform must be able to accommodate a forward-facing passenger's size and weight. The platform must encompass a rectangular shape having the minimum dimensions of 12" by 32". The 12" dimension shall be oriented perpendicular (90 deg.) to the wheelbase of the motorcycle. The 32" dimension shall be oriented parallel to the wheelbase.**

CLARIFIES PLATFORM SIZE AND ORIENTATION REQUIREMENTS

Page 112, 7.J.1, Production:

6<sup>th</sup> sentence

**Carburetors or throttle bodies must be OEM for that model production engine.** All production engines run in gas class. (See Section 7.D.3)

ALIGNS RULE FOR CONSISTENCY WITH OTHER PRODUCTION CLASS RULES

Page 113, 7.J.10, Class VG and VF:

Adds three new sentences.

**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, so far as is practical. Accordingly, in classes VF, VG, VBF and VBG, newer technologies, such as EFI, electronic reactive ignition systems, are not in keeping with the spirit of the Vintage Classes and are not allowed. Computers are allowed for data collection purposes only.**

ADDED FOR CONSISTANCY TO CAR RULES AND TO MAINTAIN THE SPIRIT OF VINTAGE RACING

Page 113, 7.J.10, Class VG and VF:

Replaces last sentence and adds an example.

**Flathead engine displacement will be discounted 33 1/3% in determining engine displacement class**

limits. For example a 1500cc measured displacement would run as a 1000cc.  
SAME RULE, CHANGED TO IMPROVE CLARITY

**Page 113, 7.J10.1, Class VBF and VBG:**

Correction, paragraph left out of 2005 rulebook

**Same as class VF or VG, except that a supercharger or turbocharger is required and must be mechanically or exhaust gas driven and must pressurize the intake system above atmospheric pressure.**

SAME RULE AS BF & BG