

**SOUTHERN CALIFORNIA TIMING ASSOCIATION**  
**2013 rule changes, general and cars**  
Changes in **bold**.

**SECTION 1 GENERAL COMPETITION REQUIREMENTS**

**1.A TECHNICAL INSPECTION:**

Add new paragraph:

**During the safety inspection, the Technical Inspection Committee may assign a speed limit to the vehicle. A sticker will be applied to the vehicle and the speed limit noted in the log book. This sticker must remain in place until the vehicle is made to conform to the published rules of the class.**

**1.F QUALIFYING:**

Add new sentence:

**At Bonneville a rookie driver/rider may qualify for a record on their rookie run if the existing record is less than 150 MPH.**

**SECTION 2 CAR COMPETITION SPECIFICATIONS**

**2.F TIRES:**

The use of any non-rated tire(s) such as implement, farm, aircraft, reproduction of a vintage automobile or motorcycle tire, **17" drag race tires** or any non-pneumatic wheel/tire combination (no rubber) shall be submitted for approval to the contest board in writing 45 days prior to an event.

**SECTION 3 TECHNICAL SPECIFICATIONS & REQUIREMENTS**

**3.D.2 SEAT BELTS:**

**Minimum 5 point seat belts meeting SFI specification 16.1 or SFI specification 16.5**, quick release, competition type seat belts are mandatory in all categories. ...

**3.E DRIVER'S COMPARTMENT:**

Add new paragraph:

**Beginning January 1, 2014:**

**All driver's compartments shall not be open to the exterior of the vehicle or track surface such that the driver is potentially exposed to dangers such as fire or debris as well as dust. A rear floor or aft bulkhead is required in all vehicles where applicable.**

**3.K BATTERIES:**

All batteries shall be properly secured with metal framework and fasteners. Plastic tie-downs are not allowed. Batteries may be mounted in the driver's compartment if sealed in an acid spill-proof box. **Dry cell type batteries(Optima, Odyssey, etc.) are exempt from this rule.**

**3.Q FIRE EXTINGUISHING SYSTEMS:**

All cars and enclosed motorcycles shall have a minimum of one driver-controlled fire extinguishing system using a minimum of 5 lbs. of extinguishing agent designed and applied to function as driver protection. Approved agents include Halon 1301, Halon 1211, DuPont FE36, and certain AFFF systems including Cold Fire 302, ESS Foam, Firefox Gem Foam or other Halon replacement certified by the manufacturer for use in a confined space. Dry chemical and CO2 may be used in the engine compartment only. The application and installation shall be in accordance with the manufacturer's recommendations for the size and shape of the driver's compartment. The discharge rate should be designed to allow sufficient protection for the time it will take the car to stop from speed.

**NOTE:** Care and consideration shall be taken to prevent driver suffocation. Fresh air venting or breathing systems may be necessary.

**ALL CARS and MOTORCYCLE STREAMLINERS, 0-200 MPH shall have a total of 10 lbs. extinguishing agent onboard. At least 5 lbs. must serve the driver area and the additional 5 lbs. may serve the engine area or a combination of the driver and engine areas. Both areas shall be served via fixed nozzles.** Acceptable agents in the engine area include CO2, foam, Halon, a Halon replacement or dry chemical. The engine system shall **generally** include 2 nozzles directed toward the header/oil pan area **or be installed according to manufactures recommendation.** Only Halon or Halon replacement agents may be used in the driver's compartment (**see above paragraph**).

ALL VEHICLES OVER 200 MPH, because of the additional time required to stop, shall be equipped with additional extinguishing agent (in addition to the 5 lbs. minimum) which is designed and fitted for driver protection. The installation should be commensurate with driver compartment size and the speed of the vehicle. Contact a reputable safety equipment manufacturer for installation advice.

Minimum Agent Requirements:

<b>0-200 MPH</b>	<b>10 lbs. min.</b>	<b>Driver &amp; engine</b>
201+ MPH	11 lbs. min.	Over 5 lbs. for driver

**NOTE:** The amount of required agent should not be confused with total bottle weight.

All competition vehicle extinguishing system control valves shall be within the reach of the driver while strapped in position. The valves shall be designed to remain open once actuated. All agent lines and nozzles shall be metal and securely mounted. Extinguishing agent cylinders within the driver's compartment shall be mounted with a system more substantial than hose clamps alone. The use of hose clamps as a primary mounting system is prohibited.

A current inspection/filling certification (no more than 24 months old) for each agent bottle shall be visible to the technical inspector without removing the bottle.

**NOTE:** Agent delivery lines are subject to dust and moisture clogging. Participants are responsible to assure that the fire system is full and operable before each event. Frequent clearing of the lines is recommended. Aqueous foam systems require that the nozzles be directed appropriately so that the agent does not impede the vision of the driver. Questions concerning fire-extinguishing systems may be directed to the Gaseous Fuel & Fire Extinguishing System Specialist, section 16.

All push/recovery/support vehicles are required to have a minimum of one 4 lb. portable fire extinguisher.

### **3.U WINDOWS AND WINDSHIELDS:**

Add new sentence:

**The original roll up window hole may be closed in replacing the frameless glass window with polycarbonate.**

### **3.W BRAKES:**

Add new sentence:

**No front wheel brakes only systems are allowed.**

## **SECTION 4 DEFINITIONS**

### **4.R HOOD SCOOPS:**

A hood scoop is a functional air intake device used on full body, un-blown vehicles, where allowed. No part of a forward facing hood scoop can extend forward of the leading edge of the hood, be more than 11" above the surface of the hood at the centerline or extend past the trailing edge of the hood more than 11" **at the centerline.**

### **4.X ROOF RAILS:**

A piece of metal angle, perpendicular to the roof, and a minimum of ½ in. high to a maximum of ¾ in. high. The roof rail shall be attached to the roof on each side as close to the outside edge as possible. The roof rails shall be parallel from the front to the rear. The roof rails may extend from the base of the windshield to the base of the rear window. **Roof Rails shall be installed on any Coupe, Sedan or truck** when the existing class records exceeds 200 MPH. Roof rails will not be considered for classification purposes.

## **SECTION 5 CAR CLASSES**

### **5.B VINTAGE CATEGORY**

This category is specifically intended for the lovers of antique iron. Although fiberglass and aluminum bodies are allowed, the body shall be an exact replica of an **American production automobile body** except for the Vintage Oval Track class.

#### **5.B.1 Modified Roadster - /BFMR, /FMR, /BGMR, /GMR**

In addition to the general category requirements, cars in this class shall have an **American production automobile** roadster body or an exact replica of an **American automobile production** roadster body as produced between 1923 and 1938. Streamlining ahead of and including the cowl and Channeling (4.I.1) is permitted. Air Intakes (4.B), air vents (4.C) and the following as defined in Section 4.CC Streamlining are allowed: **Splitters (4.CC.1)**, Axle Fairing (4.CC.2), Belly Pan (4.CC.3), Headrest Fairing (4.CC.4), Skirts (4.CC.7), Strakes (4.CC.9), and Wings (4.CC.12). No fairing or special covering of the wheels and tires is permitted. **Splitters may not extend beyond the inner plane of the rear tires nor beyond the aft most portion of the body.**

#### **5.B.1.a Rear Engine Modified Roadster - /BFRMR, /FRMR, /BGRMR, /GRMR**

In addition to the general category requirements, cars in this class shall have an **American production automobile** roadster body or an exact replica of an **American production automobile** roadster body as produced between 1923 and 1938. Streamlining ahead of and including the cowl and Channeling (4.I.1) is permitted. Air Intakes (4.B), air vents (4.C) and the following, as defined in Section 4.CC Streamlining, are allowed: **Splitters (4.CC.1)**, Axle Fairing (4.CC.2), Belly Pan (4.CC.3), Headrest Fairing (4.CC.4), Skirts (4.CC.7), Strakes (4.CC.9) and Wings (4.CC.12). No fairing or special covering of the wheels and tires is permitted. **Splitters may not extend beyond the inner plane of the rear tires nor beyond the aft most portion of the body.**

#### **5.B.2 Fuel-Gas Roadster - /BFR, /FR, /BGR, /GR**

In addition to the general category requirements, cars in this class shall have an **American production automobile** roadster body or an exact replica of a roadster body as produced between 1928 and 1938.

Add new class:

#### **5.B.2.a American Gas Roadster – C/AGR (Gas only)**

**This is a single displacement engine class only. All rules which pertain to the existing Fuel/Gas Roadster class, 5.2.B, above will be enforced in this class.**

**The engine used must be an American Automotive Production or Light Duty Pick Up Truck engines produced prior to 1973. The maximum engine displacement is 372.99 cid (6.111 L). The engine can be of a larger OEM displacement and reduced to the class maximum by reducing the bore and/or stroke. All engines in this class must run OEM iron blocks and cylinder heads. The burden of proof as to the origin of the engine components lies with the competitor. Induction can be either carburetors, mechanical fuel injection. Ignition must be a single magneto or points distributor. No EFI, computer controlled ignition, data collection, etc. computers are allowed.**

**Engine class allowed: C**

**Entrants in this class are NOT eligible for the Season Points Championship at El Mirage during the 2013 racing season.**

#### **5.B.3 Street Roadster - /BSTR, /STR (Gas only)**

In addition to the general category requirements, cars in this class shall have an **American production automobile** roadster body, or an exact replica of a body produced between 1923 and 1938.

Any frame may be used which is fabricated of round, square, or rectangular steel tubing, not less than 2 in. x .120 in. or channel not less than 4 in. x .120 in. No multi-tube frames may be used. Any type of rear end may be used, and widening of the rear tread to allow the tires to protrude beyond the fenders is permitted **as long as 50% of the tire width is still covered by the fender.**

#### **5.B.4 VINTAGE COUPE Classes:**

The rules in these classes are identical to the respective Modified Category classes, except that only 1948 or earlier bodies with XF, XO, XXF, XXO, V4 or V4F engines are allowed. In all classes except VGC, fenders and running boards may be removed if it can be done by unbolting the fenders from the body. Pre-1949 bodies may have a 3 in. beauty chop. Pre-1949 cars shall have radiator/grille shells of the same manufacturer as the body, e.g., Ford on Ford, Chevy on Chevy, etc. Air Dams (4.CC.1) are not permitted in the Vintage Gas Coupe and Sedan classes using vintage engines. **Minor trim items, door handles, exposed hinges and rain gutters may be removed in the Competition Coupe and Altered classes only. Minor trim item removal is restricted to the /VGC class.**

#### **5.C CLASSIC CATEGORY**

**Add G, H, I & J engine classes to body classes /CBFALT, /CFALT, /CBGALT, /CGALT, /CBGC, /CGC, /CPROD**

**Entrants in these engine classes are NOT eligible for the Season Points Championship at El Mirage during the 2013 racing season.**

#### **5.D MODIFIED CATEGORY**

**American coupes and sedans 1928 to current year, foreign coupes and sedans 1949 to current year and 1928-1981 American coupes and sedans that do not meet the requirements for Classic Category.** This category...

Examples include Honda CRX, Ford Mustang GT 350's, Porsche, Nissan Z 2+2, etc. **Non-factory modifications to add seats will not be considered as defining seating configurations for classification purposes.**

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

Add new sentence:

**Drip rails may be removed or filled.**

#### **5.D.4 Modified Sports - /BFMS, /FMS, /BGMS, GMS**

Add new sentence:

**Drip rails may be removed or filled.**

#### **5.F DIESEL TRUCK CATEGORY**

##### **5.F.4 Diesel Truck - /DT**

Engine and driveline swaps are permitted. Flywheel shields are mandatory. Roll cages shall be mounted inside the cab. **Down bars may be mounted on the exterior.**

#### **9.A.2 Competition Numbers:**

1 through 25 is assigned by the SCTA on the basis of the entry's standing at the end of the previous racing season. **See the El Mirage Procedure Manual for an explanation of points earning and Association standings.** For number assignment, contact the representative for Competition/Entry Numbers, see Section 16.