

**SOUTHERN CALIFORNIA TIMING ASSOCIATION**  
**2013 rules changes, motorcycles**  
Changes are in **bold**

**7.A GENERAL REQUIREMENTS FOR MOTORCYCLES**

**7.A.6 Rule Changes:**

Add new sentence:

**ALL REQUESTS FOR DEVIATIONS TO CURRENT RULES SHALL BE SUBMITTED TO THE CONTEST BOARD NO LATER THAN 45 DAYS PRIOR TO THE EVENT FOR REVIEW.**

**7.B MOTORCYCLE TECHNICAL SPECIFICATIONS & REQUIREMENTS:**

**7.B.8 Tire Requirements:**

**All H, V, Z, ZR or lower rated tires shall have been produced within the last 10 years as of the date of the current event.** Sidewall date coding will be checked.

**7.C RIDING APPAREL:**

**7.C.2 Leathers:**

One-piece or two-piece 350 deg. (zipped together) all leather is required **and the zipper must be sewn to the leather. Limited perforations and cloth or non-cloth panels are allowed in the armpit and at the back of the knee. No single panel can be larger than a total of 12 square inches each.** Fairing (leather or cloth only) on the back of leathers is allowed in partial streamlined classes only.

**7.D CLASSIFICATION of DISPLACEMENTS, FRAMES, ENGINES, and ENGINE TYPES:**

**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 **only if the OEM bore diameter is within .020 in. (.508 mm) of the maximum class displacement.** 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. Vintage engines are allowed +.050 in. overbore, see section 7.J.10.

**7.E PRODUCTION - P**

**7.E.1.6 Lighting Equipment and Instruments:**

Shall be exactly the same as fitted to the original model when it was sold. **Adjustable headlights must have the lens mounted in the vertical position.** 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. **Non-OEM switches, gauges, instruments or controls are not permitted, except for required safety equipment.**

**7.G SPECIAL CONSTRUCTION – A, APS**

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 or more 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

**7.G.9 Engine:**

**A maximum of 4 engines of unlimited displacement are permitted.**

**7.G.10 Open Class – Special Construction - A**

Add new last paragraph:

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

## **7.H STREAMLINER - S**

Add new last paragraph:

**Prior to starting construction it is strongly suggested that the constructor submit final design prints to the Technical Committee for evaluation of compliance with rules and safety considerations.**

## **7.I SIDECAR - SC**

### **7.I.3 Driver Location:**

The rider shall operate the sidecar outfit with motorcycle type handlebars from a position which places his centerline between the front and rear drive treads. The rider **must be visible from the hips to the shoulders from the side view** and be able to exit the outfit without restriction, unless in compliance with enclosed streamliner rules.

## **7.J ENGINE CLASSES**

### **7.J.10 Class VG and VF:**

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 EFI, or 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.

Engines shall utilize OEM crankcase, OEM cylinders on flatheads and two strokes and OEM heads on OHV engines. Above components made after 1955 and exact reproductions may be considered legal in Vintage classes if they offer no competitive advantage. Pre installation approval by the contest board is required. It is the entrant's responsibility to provide documentation and samples. A .050 in. overbore is allowed on vintage engines only (including production vintage) **only if the OEM bore diameter is within .050 in. (.508 mm) of maximum class displacement** and will be discounted when the bore size is measured.

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.