

Chapter 1 : Consent Form | Cycle World

The rules of the sport of trials are pretty simple. Keep your feet off the ground, and you win! OK, maybe a bit more complicated than that. The SCTA Season Rulebook spells out what to expect, what shape your bike should be in, how the points work, our fees and dues.

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Chapter 2 : "Scta bonneville rule book" Keyword Found Websites Listing | Keyword Suggestions

Scta rule book pdf DLRA Speed Week Rules. Based on SCTA Rulebook. number of rules on www. NOTICE: The rules andor regulations set forth herein are designed to provide for the orderly. Rulebook - Notice of Correction - View.

Robert "Bob" Sellers, 61, passed away on April 27, after battling with multiple myeloma. He was born in San Antonio, Texas on September 25, He grew up in Victoria, Texas until moving to Refugio, Texas at the age of After graduation, he began his auto mechanic career in Houston, Texas and was known as the best mechanic in Texas. It is with a heavy heart that I need to let you know that we have lost one of own. Norm Adams passed away Wednesday. Norm was our club rep for many years. At this time I have no other details, I will pass them on as I get them. My deepest condolences to his family and friends. It is with deep sadness that we let you know of the passing of Art Chrisman. The land speed community will miss him dearly. Kevin supported racing and racers all his life. He loved life and lived life to the fullest. He participated numerous years at Bonneville Salt Flats. Kevin graduated from Richfield High School in He attended Stephen F. Austin University and then joined the U. Navy for three tours. He served in Vietnam, during his time in the U. He later started Majestic Turbochargers in: He consulted with the U. He is survived by his loving wife, Linda Hewett Draper; his stepchildren: Memorials may be made to: John is at Arrowhead Regional Medical Center. The day after surgery He will probably be there several more days. Big incision, metal plates and screws The address is E. We are sad to announce the death of Donald Eugene Nicolaides, who passed away on Sunday, September 4th, at approximately 4: Donald, known to everyone as Nick, was born October 11th in , and lived almost his entire life in the Southern California area. Nick was a father, brother, uncle, grandfather, and great-grandfather. He owned a business that serviced the aerospace industry for approximately 5 decades, and was an avid motorcycling enthusiast and racer with many notable accomplishments within the racing community. Nick was a long time member of the Gear Grinders. Nick is survived by his older brother Johnny, and his wife Jane, and all of their children and grandchildren. Nick is also survived by his oldest son Chris and his two children; middle son Robin and his wife Eileen and their two children and grandchildren; and his daughter Kim Hale and husband Thom and their son Nolan and his wife and daughter. A memorial service for Nick will be held on October 22, , at If you are not able to make the service on Saturday, there will be a viewing period from 5: Nick would wish to thank all of his family and friends for their love and friendship throughout his lifetime. I think he was Jeanice called this morning to tell us that Chuck Kalbach passed away last night. Chuck was a long time member of the Rod Riders and one of our most treasured volunteers for many years - a true friend to the SCTA. He will be sorely missed. More information will be available soon. It is with a heavy heart that we tell you that Dan Gurney passed away today. Daniel Sexton Gurney With one last smile on his handsome face, Dan drove off into the unknown just before noon today, January 14, According to his wishes, the funeral will be private. For those that want to express their sentiments, please write a note to eagleracingcarsusa aarinc. Legend Alan Sputhe passed last night. Alan Sputhe was 68 years of life and experience that will be missed. Thank you Alan, without you there would be none of this. Steve Huff Condolences and remembrances can be sent to: Below is his story that he and I co-wrote together. He loved straight-line racing; drags and land speed. He loved all the people associated with racing and with all his might and spirit tried to make it a better sport for all. David had a rich heritage through his father and friends in the SCTA. David seemed to be in the prime of life; healthy and eager to go racing or to work on another project. But we have to admire David and those like him because they never stop creating and building. We will all miss him greatly, but I will not only miss him; I will be lost without him. He was my younger brother but his strong will and drive made him far more capable of the two of us. He was my only sibling. I taught him how to ride a bike, and a little about how to drive a car. I was always proud of him. Ernie worked for many years for Sikorsky Helicopters designing air intakes which made him the go to guy for questions on air intakes. Ernie was an all around good guy and friend to everyone he met. Ernie will be greatly missed by all those who knew him and most of all Bob Dalton who Ernie mentored as was best friend to. Lois was a member of the Gear Grinders. There is no information on a service at this time. We will keep you posted on any updates. He

died September 15 at the age of 72. Bill was quite active in Rotary throughout his life. He was an automobile and speed enthusiast and at the age of 72, set a world land speed record of 248.16 mph. Bill was preceded in death by his daughter Linda Deloris Lingren. Memorial contributions may be made to the Alaska Aviation Museum. Keith Allen passed away on Sept 17, I only knew Keith for about 25 years. Most of the time he spent giving to others, helping seldom taking. Don Brown and Clyde Nevill; taking them to races and Bonneville. In he was partners racing a lakester with Bruce Johnston. Sadly, Bruce died and the car was destroyed in an accident at Muroc Dry Lake. Keith never got his ride. Richard Teubner passed away at home last week, he was 78. A memorial service will be held at the Community Church of Poway at 2:00 PM. Contact Rick Teubner with any questions: Jack was one of the people that was helpful to me with tips and information as I was preparing to get involved in Motorcycle Land Speed Racing myself. It is with a heavy heart that I let you know that Bob Leggio has passed away. Bob was our rep for Motorsports Insurance Company and supported this sport for many years. He will be dearly missed. Our thoughts and prayers go out to his family friends. The Kelly family would like to invite you to come celebrate the life of Bruce "B2" Kelly.

Chapter 3 : SCTA Health & Welfare

SCTA RULEBOOK CLASSES Vintage Fuel Altered Coupe: XF/VFALT, XO/VFALT, XXF/VFALT, XXO/VFALT, V4/VFALT, V4F/VFALT Blown Vintage Gas Altered Coupe.

The Indian has run flawlessly and never failed to start first kick. Changed to a and ran it for the last time this afternoon, and it pulled First, and most important, it is fabulous that Chris actually made it to Bonneville. It has been a long trip, starting in the shed back in England with a dream, a tired engine, a pile of steel tubing and no money. Second, I am really happy that the engine stood up so well to the hard use. There is nothing special about it; it is the same specification as any other IPE cc street engine. So this goes to show how tough these engines are when put together right - and Chris certainly did that. As for that last run, I am very happy about that too. The fact that speed went up with the lower gearing confirms that the best gearing is around here. According to the gearing table , to go In this way the racing has been a great success. While I never doubted that the main principle of gearing would be to gear up if the engine revved more than the target in top gear, and gear down if it revved less, it is good to see it confirmed so clearly. And nice to get confirmation that the main jet is about right too. The bike went slower on the bigger jet. A jet worked best on the dyno at sea level, so the jet is an indication of approximately how much to jet down for Bonneville in general. Click to watch video on YouTube. This is a new, longer version of the videos posted here earlier. Maybe it should be called the "Bonneville "? But get in touch if you want to build one of these engines and I will do all I can to help. Even if you are not going to Bonneville with it! Ah, there goes the neatness of the gearing table That still indicates that the initial gearing was pretty close again assuming that the rpm power peak on the dyno is correct, but that is all we have to go on. If predictions are correct, the engine should be able to pull a few more rpm in top and, possibly, go a bit faster than Really looking forward to hearing how that goes! Chris just posted this fabulous video on YouTube. It gives a great sense of how vast a place Bonneville is, and what it must be like to ride there. Video by Steve Brown. Click to watch on YouTube. Wednesday, August 15 evening Having spent most of the day thinking about the problem with the bike accelerating great in first and second gear only to fall flat in top, it struck me that for the gearing thing to work gear down if the bike revs less than peak power rpm in top, gear up if it wants to rev faster , the engine has to run right to begin with. The bike went Looking in the gearing table , that is actually spot-on. So maybe there is no crazy stuff involved, except perhaps in reading the tach in the rush of a run? A test of this could be to go down on the front sprocket. We were optimistic about the speed, and Chris packed lots of big fronts and lots of small rears. It is a big gap, the Indian gearbox being sort of wide-ratio and having only three gears. I think this sounds pretty plausible, actually. But, coming back to the possibility that the engine may not be running right, Grizzly of Sprint Chout fame, who has a long career racing and tuning bikes mentioned that too advanced ignition would cause the engine to bog down. And Chris advanced the ignition from the dyno test setting on Saturday. I am not sure what the reason for this was, but maybe it should be set back to what the dyno said was best. Second, on this line of thought, maybe the main jet is too big, causing the engine to run rich at high rpm when pulling hard. The problem with such tests is that there are so few runs - one or two a day, sometimes - to carry them out, and no opportunity for practice runs. I am really looking forward to hearing how today went, and if Chris has made any discoveries. I think what I would most like to hear is a confirmation of the gearing theory above. This is a fairly involved job, I have to remove the 2-piece chainguard and the rear exhaust, then the kickstart assembly. I also fitted new plugs and did the valve clearances, which meant removing the front pipe and pulling the distributor out, and holding three spanners, a bastard job, and also changed the main jet back to a I finally had it up and running sweetly by 4 in the afternoon, and by 4: From a pair of bumbling buffoons a few days ago they have perfected their start-line routine. Finally, after all that work, she ran 5mph Normally, when you want a bike to go faster, you fit a smaller rear sprocket or a bigger front sprocket. This makes the rear wheel turn faster at a given engine rpm, and this is what Chris did, going from a 22T front to a 26T front while keeping the 42T rear. But - as stated in the August 13 morning update below - this only works if the engine can pull max rpm in top gear, and the last I heard was rpm in top. Max rpm in this context is the rpm where

the engine develops the most power - in this case if dyno data are correct , rpm. This is the only thing to keep in mind here. I hope Chris gets to trying a more realistic gearing today. Tuesday, August 14 morning The reporting here is being pieced together from what Chris gets through to me plus whatever I can glean from other sources, so sometimes there are delays in getting the whole picture together. The racers are pretty exhausted by now. Sleeping in tents in Wendover nearest town , getting up early for the drive to the salt, getting the bikes ready, waiting in line for the runs - in full leathers in degree F 43 degrees C - lots of working on the bikes in the pit and lots of commuting back and forth. Anyway, I found out this morning that the misfire was due to low battery voltage. Everything was perfect, not too hot and a nice tail wind. Dumped the clutch and powered off the line, into second and she started missing then cut out, so I had to cruise into the rough salt. The digital rev-counter had cut out so I knew the problem, the battery, whilst not flat, had gone below 12 volts, bollocks! Another 12 mile drive to the pits did I mention the whole 12 miles is chok-a-block with vehicles and bung in one of the two spare batteries. The BBC descended like a pack of vultures and bolted three mini-HD cameras on the bike, and one on me The temperature was now degrees with no shade and a pretty good cross-wind. The old girl pulled away nice but started farting and missing, but eventually ran smooth, the cross-wind kept blowing me to the left, and when I hit the 2 mile marker it felt much slower than yesterday [but was actually a bit faster; see below]. I pulled into the exit lane to wait for Jim and Shaun to collect me. The electrical system is simple. Note BBC cameras, too. Monday, August 13 evening Third day of racing. Now on a main jet, with plugs looking good, still on the same gearing, the bike ran It developed a misfire at rpm. Chris took a snapshot of the course layout in the program, so you can get an idea of the geography. Course 4 far right is where the slower vehicles run and "slow" is relative here! The curved lines are the return roads. These are taken if a run goes well. If something goes wrong, racers are to turn out to the other side. This way it is clear to rescue crews at the "fire" stations on the map if everything is OK or if someone needs help. Race course layout at SpeedWeek Monday, August 13 morning I suggested to Chris last night that he lowered the overall gearing in an attempt to let the engine pull higher rpm in top gear. The was actually dyno tested back in England, but I have been wanting to save writing about that until there was a good context for it like the final speed here on the salt, for example , so a full discussion of that will have to wait a bit. There were basically three objectives with the test. With the "thinner air" at Bonneville, no doubt a smaller main jet would be needed, but it is a huge help to know what jet makes the most power at seal level. This, again, might need changing at Bonneville not least to match the race fuel , but a baseline is hugely helpful. And, almost secondarily, what max power actually is. The reason the rpm is more important than the power is for gearing decisions. But you have to tweak things to actually get close to this. It turned out that the engine developed max power at rpm, so I based the gearing table. Obviously the bike will go the fastest - if gearing is optimal - at the max HP engine rpm. So, the way to go with this is to first get the engine to pull rpm in top gear, and then adjust the gearing in small steps. If the engine wants to rev more, higher gearing should be tried. Bigger steps can be tried until things are closing in. Sorry if this sounds complicated. The final goal is clear, it may just take a bit of work to get there. The bike will go as fast as it can with a gearing that allows it to pull peak power rpm in top gear. Another benefit apart from making it easier to pull max rpm of lower gearing is that the "gaps" between gears get smaller with lower gearing, making the rpm drop at shift points smaller, and making it easier to stay in the power band. This is particularly a problem with a relatively low-power bike with a three speed gearbox. Revving a little beyond rpm in second maybe or a bit more may help land the engine near its max power rpm after the shift to top. Or at least closer to this, the lower the overall gearing is. Looking forward to seeing what gearing changes Chris decides to make today, and what the outcome might be. If you are looking at the gearing table, Chris has front sprockets from 19T to 28T so fields for smaller sprockets in the table have grey text and these rears:

Chapter 4 : SCTA Website Home Page

The SCTA Racing News is the oldest racing magazine still published in America - The first issue was published in With this publication you know your ad will reach the people that use your products and services.

DOWNLOAD PDF SCTA 2012 RULE BOOK

Chapter 5 : Rule book on-line?

Topic you have posted in Normal Topic Hot Topic (More than 15 replies) Very Hot Topic (More than 25 replies) Locked Topic Sticky Topic Poll.

Chapter 6 : SCTA Rule Questions

If you go to the SCTA website (calendrierdelascience.com) you will see the current changes in the motorcycle calendrierdelascience.com you get a handle on the exact definitions of the different motorcycle classes and rules for each you will immediately be made motorcycle rules chairman and probably nominated for the Nobel prize in logic.

Chapter 7 : ECTA rules and GUESSING at what class the vehicle fall into - The calendrierdelascience.com

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Chapter 8 : Rules & Regulations

Jack was the holder of several Land Speed Records and still is the holder of two, cc P-PP and cc MPS-PG, as of the rules and records book. Jack was a member of the BMAC (British Motorcycle Association of Colorado) and lived in Colorado Springs, Colorado.