



The Vintage Sports Car Club of America

Standards for VSCCA Speed Events

In order to participate in VSCCA Speed Events, you and your car must meet the standards set forth in this document. **Scrutineers at the event have the final word on this matter. Event Chairs CAN NOT overrule decisions made by the scrutineers.** Contact the Chief Scrutineer, Mark Lefferts at 203-205-0500 or vmwllc@gmail.com, with any questions.

Administrative and Procedural Standards

VSCCA speed events are open to VSCCA members over 18 years of age. Additionally, wheel to-wheel speed events require the driver to be on the Driver Qualification Committee approved driver's list and have a current valid medical. Members of a VMC recognized vintage club are permitted to participate on an individual basis as adjudicated by the DQC. Contact the DQC Chairman, Charles Bordin if in doubt.

1. You must present a valid VSCCA membership card, displaying a valid medical on the rear of the card, to the event chair at the time of event registration.
2. Cars must display their VSCCA permanent number or number approved by the event chair.
3. Cars should not display any commercial message unless the car originally ran that way.
4. VSCCA Log Books must be presented to the tech inspector at each event. Car eligibility is the provenance of the Car Classification Committee.
5. A VSCCA tech sheet must be completed prior to inspection.
6. Exceptions apply to hill climbs and other driving events. These can be viewed on the registration site.

Safety Standards for the Drivers

Helmets

The VSCCA requires a SA2015 or SA2020 Snell approved helmet. Some open face helmets pass this requirement, but full face helmets are recommended.

1. Exception: Snell SA2010 helmets will be accepted for Preservation Class.
2. The M prefix helmet standard is designed for motorcycles. The M prefix is not allowed by the VSCCA because these helmets have not been put through flammability or roll-bar multi-impact tests. If you race with an organization that requires the helmet to carry the FIA specification, be aware that not all SA2020 helmets meet this requirement. To meet the FIA standards, the individual manufacturer has to supply the FIA with helmets for testing. Always check with the supplier before purchasing.
3. The VSCCA does not accept helmets that are approved by the SFI (even though the SCCA does).
4. The Snell Memorial Foundation states the following "Helmet price is not an indication of protective capacity". All Snell helmets have passed the same testing, regardless of price.
5. If you are not sure if you have a Snell 2015 or 2020 helmet look under the lining at the back and there will be an orange sticker noting SA2015 or SA2020. If there is a "H" between the SA and the year that denotes it is HANS compatible.

Goggles & Face Shield

Mandatory for open cars, advised for closed cars.

Driver's Suit

1. Made of NOMEX or similar fire resistant material (e.g. Simpson Heat Shield, Fypro, Durette, Hocotex, X400, etc.).
2. Two layers required. Three layers are required at some tracks. This excludes Hocotex.
3. Suits should be a loose fit as air acts as an insulating layer.
4. Frayed, severely worn or suits with even minor tears are not acceptable
5. Driver's name and blood type stitched on suits are recommended. Stitching should be of fire retardant material and stitched so as not to pierce the inner layer of the suit.

Gloves, Socks & Shoes

Gloves, socks & shoes must be of fire resistant material as above and be sized so that there is no exposed skin. Leather shoes are permitted.

Balaclava

A Balaclava is mandatory in order to protect facial hair. It is strongly recommended otherwise and must be made of at least a single layer of fire resistant material as above.

Head Restraints

HANS devices are not required by the VSCCA but are highly recommended.

Arm Restraints & Window Nets

1. Arm restraints are not required by the VSCCA but highly recommended, especially in open cars.
2. Window nets are highly recommended in closed cars when arm restraints are not used.

Safety Standards for Cars

Seat Belts / Harnesses

1. Safety harness expiration dates are strictly enforced. Safety harnesses have one of two specifications: FIA or SFI, and these are both accepted by the VSCCA. The VSCCA strongly recommends that your safety harness be **FIA-Rated**. FIA-Rated safety harnesses are made with better materials and they perform better. They are also more economical because they have an expiration date five (5) years after the date of manufacture versus only two (2) years for SFI-approved harnesses.
2. All belts must be securely mounted to a substantial frame member (body or chassis) using a forged or welded closed eye. In the case of sheet metal mountings, a backing washer of at least 3" diameter or a backing plate of 9 square inches must be used. - These must be at least 1/8" steel.
3. The VSCCA recommends 5 point harnesses in cars with roll bars. 6 point harnesses are better as they prevent "submarining" of the driver.
4. Cars without roll bars must use a metal-to-metal buckle lap belt only.
5. Each piece of your harness system has an expiration tag and these will be examined during tech inspections.
6. If you anticipate entering an event with another club, you should check their safety rules to avoid problems at scrutineering there.

Roll Bars

1. Roll bars are highly recommended in all classes.
2. Roll bars must conform to the standards of the SCCA General Competition Rules, Appendix Z.
3. Roll bars must be padded within the helmet contact area with SFI or FIA rated padding.
4. Roll Cages are not permitted in the VSCCA.

Fire Suppression

1. All cars must have a fire extinguisher or a fire suppression system
2. Either the fire extinguisher or the fire suppression activation mechanism must be within the driver's reach. Fire suppression systems are highly recommended.
3. An "E" label must be placed in the vicinity of the extinguisher or suppression activation mechanism.

Emergency Electrical Shut Off

1. An emergency electrical shut off switch for ignition and fuel pump must be mounted externally, preferably on the RH side (offside) of driver's compartment, and marked with a lightning bolt.
2. Emergency shutoff switch must isolate both the battery and generation system if equipped. Switch function must be tested with the engine running.

Rear View Mirrors

A minimum of two are required in order to have enough rear vision to see overtaking cars so you can point them by.

Headlights

If equipped, headlights must be taped or covered.

Batteries

1. Batteries must be securely fastened with rigid hardware and straps.
2. If in the driver's compartment, the battery must be covered.
3. The ungrounded battery lug must be insulated, as must wires and connections that are live when running.

Fuel Tanks

Fuel cells are highly recommended but not mandatory.

Fuel Caps & Drain Plugs

1. All "Monza" type fuel caps and all drain plugs (Crankcase, Gearbox, Differential, etc) must be secured with safety wire.
2. Fuel vent lines must have a one way (check) valve fitted.

Throttle Return Springs

1. Two throttle springs are required, each capable on its own of closing the carburetor butterflies - even if the linkage fails.
2. The built-in carburetor throttle spring IS NOT acceptable as one of the two springs on Weber carburetors.

Catch Tanks

1. Catch tanks (or bottles) must be installed on all radiator overflow pipes and oil breathers.
2. Each tank should be 1 quart in size or larger.

Engine Coolant

Anti-freeze is not permitted except for cold weather events.

Suspension

Rod ends, or helm joints, must be captive to prevent separation.

Brake Lights

1. Working brake lights are required except on formula cars.
2. Formula cars must have a working rain light.

Tires for VSCCA Logbook Cars

If you run with tires not listed, enquire with the Event Chair **before** the event.

Be aware that using stickier, faster tires will result in increased tire wear that will be many times that of a standard (Dunlop) tire. There also may be a stepped up maintenance schedule of suspension, bearing, wheel and chassis, resulting in repair or replacement. This will not only negate any initial cost advantage, but significantly increase your participation costs.

1. Tires should be no larger than the ones listed as original or optional equipment by the car manufacturer.
2. The only accepted race tire is the Dunlop L series in 204 compound.
3. Street DOT tires no larger than original size are also acceptable.
4. In all circumstances, tires must possess an aspect ratio of 70 or greater.

Prewar or any car running in the Pre War Grid

- Suitable DOT street tires with an aspect ratio of at least 70.
- Dunlop R-5 or L racing tires.
- Blockley tires.
- No Hoosier, Avon or Goodyear racing tires.

Production Sports Cars or Approved Post War Special

- DOT street tires with an aspect ratio of at least 70.
- Dunlop L racing tires.
- Goodyear Vintage Blue Streak.
- Hoosier TD, TDR or FF spec tires.
- Avon CR6ZZ or similar.
- Blockley.

Formula Junior

- Formula Junior must use Dunlop L racing tires in 204 compound exclusively as mandated worldwide by the FIA.
- Cars using street radials of the same or smaller size are acceptable on a case by case basis.

Formula Vee

- DOT street tires with an aspect ratio of at least 70.
- Dunlop L racing tires.
- Dunlop treaded Formula Vee.
- Hoosier treaded Formula Vee Vintage TD.

Sedan class (and Little Lemans eligible cars)

- DOT legal street tires with an aspect ratio of at least 70.

Sports Racers and Modified

- DOT street tires with an aspect ratio of at least 70.
- Dunlop L in 204 compound.
- Goodyear Vintage Blue Streak.
- Hoosier TD or TDR tires.
- Avon ACB9.

Cancellation Policy

1. An entrant may cancel their entry into a VSCCA event for any reason up to seven (7) days (one week) prior to an event via motorsportreg.com. If the entrant has entered with a paper entry, they must inform the Event Chairman in writing seven days prior to the event of their cancellation. For an event that begins on a Friday, for example, the entrant may cancel up to 11:59 PM the Thursday seven days prior.
2. If an entrant cancels within seven (7) days of the event their credit card will be charged the full amount of their entry. 50% of the entry fee will be a cancellation fee, 50% will be a credit applied to a future VSCCA event. If the entrant has entered with a paper entry their check will be cashed and 50% will be a cancellation fee, 50% will be a credit applied to a future VSCCA event (the credit may not be applied to an event hosted by a different club).
3. Entries not canceled before the first day of the event will result in a full charge for the event with no credit issued.
4. A "no show" will be considered not to have cancelled and will be charged in full with no credit issued.
5. An entrant may not reduce their two-day entry to a one-day entry within seven days of an event. Any meal canceled within seven (7) days of an event will be charged in full with no refund or credit due to caterer commitments (Equinox, Castle Hill, Holidays, etc.)