



A Newcomer's Guide to SCCA General Competition Rule (GCR) References in Club Race Experience (CRE) Rules

What do I need for a car?

Club Racing Experience events have a lower requirement to start racing so there are limits on how fast the cars can be.

The rules say: "Vehicles are intended be production-based vehicles with a performance level equal or less than normal in Club Racing classes Improved Touring R, E Production, Grand Touring 3 or Touring 3. Spec Racer Fords may also be included."

SCCA uses regular Club Racing Classes to define the performance cap. Generally most 4 and 6 cylinder production based cars should fit in. Some older V8 cars that do not make large horsepower may also be able to race. In addition to these production (tub) based cars smaller engine purpose built (tube frame) race cars may be included.

Driver gear.

The driver's gear must meet Club Racing rules. Required are:

Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label.

Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR. Each driver's helmet shall be labeled with a minimum of the driver's name. The use of a head and neck restraint system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.

Gloves made of leather and/or accepted fire resistant material containing no holes.

Socks made of accepted fire resistant material.

Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.

Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

The Race Car

For prepping the car for racing the rules say, "All vehicles must meet the safety and equipment requirements of GCR 9.3." GCR is SCCA's abbreviation for General Competition Rules which control Club Racing.

CRE cars do not have to be prepared for any particular class so understanding the safety rules which vary some from class to class requires finding a class with about the same preparation or modification level. Most lightly modified cars can use the SCCA Touring class as a guide for safety requirements.

For most cars you will need a competition seat, competition belts, a window net and fire extinguisher. The basic requirements from the GCR are:

Racing seats

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Passenger seat back, if a folding seat, shall be securely bolted or strapped in place. Mounting structures for racing seats may attach to the floor, cage and or center tunnel. A system of head rest to prevent whiplash and rebound, and also to prevent the driver's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests satisfy this requirement.

Seat belts

All drivers in SCCA sanctioned speed events shall utilize either a 5, 6, or 7 point restraint harness meeting the following specifications. 7 point restraint harness is recommended. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. Arm restraints shall not be worn in a manner which limits the ability of the driver to provide visible signals to other competitors while on track.

The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident.

The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of 20 degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.

The single anti-submarine strap of the 5 point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness. The double leg straps of the 6 point or 7 point system may be attached to the floor as above for the 5 point system or be attached to the seat belt so that the driver sits on them, passing them up between his legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps.

Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). 6 or 7 point system anti-submarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses is SAE Grade 5/Metric 8.8. Mounting hardware, including eye bolts, as provided by the belt manufacturer, may also be used for mounting belts and harnesses. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load.

All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/98, 8853-2016 or 8854/98.

Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label. If for example the manufacture date is 2014 the fifth year after the date of manufacture is 2019.

Restraint systems homologated to FIA specification 8853/98 and 8854/98 will have a label containing the type of harness designation ('C-###.T/98 or D-###.T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels.

Window Net

Window safety nets shall be used on the driver's side window of all closed cars. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1., Label" to that effect. (Note: Window nets need not be dated.) The window net shall be equipped with a quick release device and when released it

shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely.

Hand-Held Fire Extinguisher Requirements

Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 10 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) recommended, 1A10BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.

The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick release type.

CRE cars are race car and race cars need roll cages. Generally you will need a roll cage meeting SCCA club racing specification with a minimum of 6 mounting points. Bolt in cages can be purchased from reputable suppliers meeting SCCA Club Racing spec or can be custom built by many shops. This is probably not a project for most do it yourselves however the full rule set for building a roll cage can be found in GCR section 9.4 on line at SCCA.com.

Rules Of The Road

The CRE rules say that on track behavior the spirit of GCR section 6. Section 6 talks about a lot of the procedure of racing including pit and paddock rules, flags and starting procedures much of which your CRE instructor will talk about but maybe most important is the rules of the road:

On Course Driver Conduct

Drivers are responsible to avoid physical contact between cars on the race track.

Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters.

Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.

The overtaking driver is responsible for the decision to pass another car and to accomplish it safely.

The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car.