

Some tech info (thank you Phil) you should know for 2026.

1. Helmets- A new specification for helmets was released on Oct. 31, 2025. Snell Foundation spec, SA2025 is now in effect. All the major sanctioning bodies, SCCA, VRG, SVRA, VARAC (Canada) are allowing SA2015 helmets to be used through the end of 2026, **except in New Jersey.**

The state of New Jersey has its own specific laws governing motorsports (Title 13 chapter 62).

They (New Jersey) will not allow any helmets with the SA2015 specification, only SA2020, SA2025, or a current FIA spec (expiration date on the label). This helmet rule will only affect our two races in New Jersey. For 2027, all sanctioning bodies will require a SA2020 or SA2025 spec helmet. If you have a SA2015 helmet (I do) and you plan on racing at either New Jersey race in 2026, you'll need to upgrade your helmet. If you're skipping both NJ races, your current helmet (SA2015) is OK through 2026. A note, if your helmet passed tech last year, it was a SA2015 or newer. Older SA2010 helmets have been out of spec since Jan 1, 2021 and would have been rejected.

To check on your helmet spec, look inside it, normally at the rear behind the padding. There will be a sticker from Snell with either 2015 or 2020 on it. FIA stickers may be inside but are normally on the outside in the back.

Side note to Bell SA2015 helmet owners. For the S2020 and SA2025 standards, Bell has changed their helmet size guide. I've used Bell helmets for years, always a Large size (7 3/8 or 59mm) measurement. That is now, for Bell, a Medium size.

Bell Helmet size charts -

<https://content.speedwaymotors.com/DigitalAssets/assets/BellHelmetSize.pdf>

For Simpson and other brands, it's still a Large

Simpson size charts - https://www.simpsonraceproducts.com/support/sizing_charts/

2. Head and Neck restraint- The certification dates are strictly adhered to. FIA certifications (last cert date is on a label on the device) are good for 5 years from that date. If your HANS device has a date of older than July 2020, it will need to be recertified. SCCA rules do not require this date, or the date on the tethers, to be checked, only that they are in good shape. Just because you've had an SCCA inspection in the past and no one mentioned it to you, don't assume it will pass tech there. The recert process takes a couple of weeks and is in the \$100 range, depending on the brand of HANS and the device's condition.

Links to some manufacturer's recertification process

HANS Device- <https://www.hansdevice.com/recertify/>

Simpson - <https://www.simpsonraceproducts.com/support/recertifications/>

ZAMP - <https://zamp-racing.com/recertification.php>

3rd party, multiple products <https://www.krjraceproducts.com/services/default.aspx>

3. Safety Belts- FIA belts always expire (good for 5 years) at the end of a calendar year and that year will be on a tag on the belt. SFI belts can expire midyear and that month/year (2 years after manufacture) will be on the belt. SCCA and VRG will allow SFI belts for the entire season, SVRA (and NJ tracks) will follow the explicit expiration date on the belt.

4. Fire systems - SVRA and SCCA have similar requirements, except that SVRA wants to enforce the certification, expiration and recertification dates. SVRA has indicated that they will waive the dates for us but put a note in our log books if we are out of date.

Critical installation criteria are:

1) At least two nozzles: one in the passenger compartment and the other in the engine bay. Note SCCA says the second can be in either the engine bay or trunk-fuel cell area. Many of us have three or more nozzles. If you have more than two nozzles I would strongly encourage you to have a 10 lbs bottle. Minimum spec is 5 pounds.

2) Actuation points must be accessible by the belted-in driver and rescue personnel without those outside the car leaning into the car. Accessibility external to the car is waived for automated systems. For those of us with a single-pull or push cable system, locating the push or pull knob on the dash, roll cage tube or instrument panel easily reachable by both driver and first responder to the left of the steering wheel is a possible solution.

5. Tires - HRG will continue to use the current tire rules, including the use of Hoosier R7 and Toyo "DOT Street Slick" style tires. For 2026, VRG will not allow Hoosier R7 or Toyo RR tires, even for HRG cars at their events.

“VRG requires molded treaded tires where the tread pattern goes across the entire width of the tire. The slick-like tires such as HoosierR7s are not permitted.”

VRG tire rules - <https://vrgonline.org/rules/>

SVRA has 6 pages of tire rules, depending on the type of car. Some classes allow R7 style, some do not.

https://svra.com/wp-content/uploads/2025/05/SVRA_Tire_Regulations_5_25.pdf

6. Fuel jugs- NJ (Another state law) only allows fuel to be dispensed into a red jug or directly into your tank. No self serve, even at the track, they pump it so have a red can with you if you're getting gas in NJ and taking it back to your paddock.

There are deals going on for the holidays on equipment so I thought it would be a good time to get this information out to the group.

thank you

mike