

Acceptance of Vintage Race Cars with Non-SCCA log books at SCCA events (September 2023.1)

This document is a summary of two emails setting forth acceptance of Vintage race cars into New England Region SCCA events when those cars have only log books from other vintage race sanctioning organizations such as SVRA, VRG, etc.

Applicability:

This applies only to events run under an SCCA Vintage Sanction and associated Supplementary Regulations.

Race Groups

Any eligible vehicle running in an SCCA Vintage sanctioned event can run only in the designated Vintage Race Group or Groups.

Eligible Cars

An eligible, conforming Vintage car is one that has

- An old, surviving vintage race car with no log book or a log book from another vintage race group will receive an SCCA initial inspection. If it conforms to the current SCCA GCR, it will be issued a blue SCCA Log book. If the car conforms to only the Vintage GCR, it will be issued a blue SCCA Log book with the notation that it can only be run in Vintage Sanctioned SCCA events. The issuing inspector *shall* note on the front cover and inside front page of the book that the car may run in vintage events only.

Implementation

It is recognized that some Vintage sanctioning bodies such as VSCCA do not require additional roll over or crash protection, but allow cars to compete “as built” by the manufacturer. Therefore, each vintage car must receive the equivalent of an SCCA Annual Inspection or review by a licensed SCCA Technical Inspector to ascertain that the roll cage or roll bar conforms at least to the SCCA Vintage GCR. If not, the car shall not compete.

It should be noted that the SCCA GCR and Vintage GCR require that a car have only one log book. These guidelines are therefore established to enable conforming “guest” cars to participate in SCCA Vintage Sanctioned events with only one log book, thus maintaining a continuous record of the cars participation in all events.

Additional Requirements

In addition to an acceptable log book, the Driver’s Restraint System and Driver’s Safety Equipment must meet Sections 9.3.18 and 9.3.19, respectively, of the current GCR. Likewise, Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints. Window nets, if used, must comply with the specifications and installation described in the current GCR section 9.3.54.

The text of the original emails from which this was compiled appears on the next page.

RE: Vintage race cars and log books

Fro
m: Scott Schmidt <sschmidt@scca.com>
To: vfracing@aol.com <vfracing@aol.com>; Rick Harris
<rharris@scca.com>
Dat
e: Fri, Aug 14, 2020 9:21 am
Phil,

We agree with what you have laid out here.

To point 2, this would be fine so long as the car meets the vintage standards.

To point 4, this is precisely what we agreed upon, starting with our phone conversation. I talked with a Chief of Tech from the Oregon Region who does exactly this, and they use a “vintage only” stamp.

Let me know if you need more clarification or help, but you are headed in the right direction to bring vintage cars into your fold up there in New England!

Regards,
Scott

Scott Schmidt
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From: vfracing@aol.com <vfracing@aol.com>
Sent: Thursday, August 13, 2020 5:25 PM
To: Rick Harris <rharris@scca.com>; Scott Schmidt <sschmidt@scca.com>
Subject: Vintage race cars and log books

Dear Rick and Scott;

Thanks so much for taking the time to consider my questions posed on the phone last Tuesday. The purpose of this email is to summarize our conclusions on the various ways a vintage racer may approach and participate in SCCA vintage sanctioned events.

1. Any conforming vintage car running in an SCCA Vintage sanctioned event can run only in the Vintage groups.

A conforming Vintage car is one that has

2. A bona fide SCCA log book *with safety equipment at least conforming to that required at the time the log book was first issued, or*

3. A bona fide log book from another vintage race group such as, but not limited to SVRA, HSR, VRG etc. or

4. An old, surviving vintage race car with no log book can receive an SCCA initial inspection. If it conforms to the current SCCA GCR, it will be issued an SCCA Log book. If the car conforms to only the Vintage GCR, it can be issued an SCCA Log book with the notation that it can only be run in Vintage Sanctioned SCCA events. The issuing inspector shall note on the front cover and inside front page of the book that the car may run in vintage events only.

We did not discuss what might happen if a very old car should appear that does not conform to the Vintage GCR, but that does have a log book, such as from VSCCA. Some of these cars may have no roll bar or cage at all. In these cars, albeit unlikely, it would be my opinion that the cars with no protection whatsoever should not compete with us due to lack of any sort of any recognized crash protection.

If you agree that this is what we concluded, and also if you agree with my last point, would you please so note by return email. Note that in point 2, above, I have added language in italics consistent with the practice here in New England, but which we did not specifically discuss. If I have missed something or you have new information subsequent to our call, please so note in a return email. I would like to share your response with Rolly Clark, Chief of Tech in New England Region and NEDIV Technical Administrator, as well as Mike Harmuth, head of the Historic Racing group here in the Northeast, so that we can consistently welcome new appropriate vintage participants to our SCCA Vintage sanctioned events.

Thanks once again and also thanks for the time and effort you put into the fire system issues I raised last year. While the net result of the fire efforts fell short of aspirations, at least we got some attention and a little bit of clarification.

Looking forward to your reply so we can administer things smoothly for the August 21 and 22 event at Thompson.

Regards,

Phil Gott
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