

Important Safety Rule Changes for 2020!

The following changes will be made for the 2020 race season to the safety requirements for driver safety equipment. Sections in red will be added and sections cross-out (strikethrough) will be removed.

Safety Equipment

All drivers of automobiles competing in MCSCC sanctioned speed events, including practice, shall be equipped as follows:

1 Equipment Condition

The following equipment shall be in good condition and free of defects, holes, cracks, frays, etc.

2 Helmets

- 2.1 Helmets shall be approved by the Snell Foundation and carry the most current issued Snell Special Application (SA) sticker/decal or the previous issued Snell Special Application sticker/decal (e.g. If the most current Snell Special Application rating is SA2015, helmets with the SA2010 and SA2015 Snell sticker/decal may be used). The most current Snell Foundation Special Application rating will become effective on January 1st of the following year, after helmets are readily available for retail sale. **SFI rated helmets (rated 31.1) or FIA Standard 8860-2004 or later are also acceptable.**
- 2.2 The back of each driver's helmet shall be labeled with a minimum of the driver's name ~~and date of birth.~~
- 2.3 Head and neck supports are required for all competitors, e.g. HANS Device. **All head and neck restraints will be certified to the following standards: SFI 38.1 or FIA 8858-2002 or FIA 8858-2010. The appropriate will be attached to the unit.**

3 Eye and Face Protection

Drivers of open cars shall wear goggles or face shields **of impact resistant materials.** It is highly recommended that drivers equip themselves with full coverage **(full face)** helmets.

4 Balaclavas

Drivers with facial hair, beards, and mustaches will wear a fire resistant balaclava, and wear it properly to cover said facial hair. Drivers with an open face helmet shall wear a fire resistant balaclava. **Additionally any hair below (outside) of the helmet must be completely covered. Full helmet skirts are an acceptable option to the balaclava.**

5 DRIVERS SUITS

5.1 Driving suits that effectively cover the body from the neck to the ankles and wrists, ~~manufactured of fire-resistant material, worn with underwear of a fire-resistant material. All suits and underwear shall be made of the following accepted fire-resistant materials: Nomex, Kynol, FPT, WIS (wool), Fiberglass, Firewear, Durette, Fypro, PBI, Kevlar, NASAFIL, Meta-Aramid, Para-Aramid, Carbon-X. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sports, and Durette X-400, G-Force Racing Pyrovatex. FIA homologated driving suits and underwear are recommended. Underwear is not required with three-layer suits or with suits carrying an FIA 8856-2000 specification.~~ **One piece suits are highly recommended. All drivers suits will be worn with full length underwear unless noted below. It is recommended that underwear be worn under all suits.**

APPROVED SUIT RATINGS:

SFI 3.2/A1 (minimum)	Underwear REQUIRED
SFI 3.2A/5	Underwear Optional
SFI 3.2A/10	Underwear Optional
SFI 3.2A/15	Underwear Optional
SFI 3.2A/20	Underwear Optional
FIA 1986 Standard	Underwear Optional
FIA Standard 8856-2000	Underwear Optional

6 Gloves/Socks/Shoes

Drivers must wear **SFI or FIA approved gloves/socks and shoes.** ~~made of leather and/or accepted fire-resistant materials containing no tears/holes.~~

7 ~~Hair Protection~~

~~All hair, except eyebrows and eye lashes, must be covered, including that at the back of the neck.~~

8 ~~Cloth Face Shields~~

~~Cloth face shields, if used, shall be of an approved material. Double layer face shields are recommended.~~

9 ~~Drivers Suit~~

~~It is recommended that drivers equip themselves with one-piece driving suits, shoes of fire-resistant material, and helmet skirts of fire-resistant material.~~

10 Driver Restraint Equipment

10.1 Belts

- 10.1.1 All vehicles in MCSCC sanctioned competitive events must be equipped with seat belt, shoulder harness, and antisubmarine belt(s) meeting the following specifications: **SFI 16.1, SFI 16.5 or FIA Standard 8853/98 and 8854/98.** Seat belt, shoulder harness, and anti-submarine belt installation is subject to approval of the Chief Technical Inspector.
- 10.1.2 A minimum of a five point system is required on all cars.

- 10.1.3 It is recommended that all belts be attached to the chassis or rollcage. Where this is not possible, large diameter washers shall be used to spread to load.
- 10.1.4 Minimum hardware requirements for mounting of seats or harness is SAE grade 5, 3/8" diameter.
- 10.1.5 Clip in belts are permitted. Eyelets used with clip in belts shall be of the forged type.
- 10.1.6 Five point harness systems may be used, however, a six (6) or seven (7) point system is highly recommended for use in vehicles where the driver is seated in a semi-reclining position. A harness system shall consist of a two (2") or three (3") inch lap belt and two two (2") or three (3") inch over the shoulder type of shoulder harness and one or two (2") inch leg or anti-submarine straps.
- ~~10.1.6.1 Two (2") inch over the shoulder harness may be used only in conjunction with a HANS type device.~~
- 10.1.7 The buckles shall be of metal-to-metal quick release type except in the case of leg straps of the six point system where they attach to the seat belt or shoulder harness straps.
- ~~10.1.8 The double strap of the six point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between their legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment structure, passing under the driver and up between their legs to the seat belt release or shoulder harness strap.~~

10.2 Shoulder Harness

- 10.2.1 There must be a single release common to the seat belt and shoulder harness.
- 10.2.2 The shoulder harness shall be mounted behind the driver and between a line drawn downward 5 degrees and upward 30 degrees from the shoulder.
- 10.2.3 A shoulder harness consisting of two separate straps must be used (Y-type shoulder harnesses are not permitted). Either separate mounting points or a common mounting point may be used. If a common mounting point is used, it must be at least 6 inches behind the back of the driver's neck. If the mounting point is more than 6 inches behind the back of the driver's neck, an H-type configuration must be used.
- 10.2.4 In single seat cars and those with special bucket seats providing lateral support for the chest and upper torso, mounting points may be directly behind the seat back.
- 10.2.4.1 Measurement of the above distances is along the shoulder strap and not the horizontal distance between the front of the seat back and the anchor point.

10.3 Anti-Submarine Belt

- 10.3.1 The single anti-submarine strap of the five point system shall be attached to the floor structure and behind the front of the seat and have metal-to-metal connection with the single release common to the seat belt and shoulder harness.
- 10.3.2 The double strap of the six point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between their legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment structure, passing under the driver and up between their legs to the seat belt release or shoulder harness strap.

10.4 Certification and life span

- 10.4.1 Driver restraint systems meeting FIA 8853-2016 or 8854/98 certification shall expire ~~five (5) years after~~ on **December 31st** of the printed expiration year ~~date~~.
- 10.4.2 Driver restraint systems ~~not~~ meeting the **FIA SFI 16.1 and SFI 16.5** certifications above must have a label/tag showing the particular certification they do conform to along with the date of manufacture. Such systems shall expire on December 31st of the ~~tenth (10th)~~ **fifth** year after the manufacture date. **SFI belts/harnesses with an expiration date will expire on December 31st of the printed expiration date.** The restraint system needs only one (1) date label.
- 10.4.3 All driver restraint systems shall be in good working condition. Belts may be failed by technical inspection if they show signs of stress or undue wear regardless of date.

10.5 Arm Restraints/Window Nets

- 10.5.1 Drivers of open cars must use arm restraints. Drivers of closed cars in the Vintage/Historic, Improved Touring, and Street Tuner classes must use either a window net or arm restraints. All other drivers of closed cars must use a window net.
- 10.5.2 Arm restraints are to be worn in such a manner as to prevent the driver's hands from being extended over the head when seated normally in the car.
- 10.5.3 Window nets must be securely mounted to the structure of the car with a quick release mechanism. Window nets may NOT be mounted to the door. It is recommended that window nets release from the top. Plastic or rubber mounting components are prohibited