SCCA® HillClimb Rule Book

Sports Car Club of America, Inc®. - Experiential Programs Department
6620 SE Dwight St. **-** Topeka, Kansas 66619
(800) 770-2055

©2026 by the Sports Car Club of America, Inc®. All rights reserved. Except as permitted under the United States Copyright Act of 1976, no part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without the prior written permission of the publisher.

This document is the rules and general guidelines for all SCCA HillClimb Events and are placed here for the benefit of regional and divisional organizers.

TABLE OF CONTENTS

I. Time Trials Overview 3
1. SCCA 3
2. Time Trials 3
3. Assumption of Risk 3
4. Participant Conduct 3
5. Media Rights 4
II. Driver Eligibility 5
1. Time Trials Driver Requirements 5
2. Minor Driver Requirements 5
3. Getting an SCCA HillClimb License 6
III. Safety Rules 7
1. Safety Level 2 7
2. Safety Level 3 11
3. Alternate Accepted Logbooks 15
4. Vehicle and Driver Gear Safety Inspection 16
IV. Required HillClimb Officials 17
1. HillClimb Course Reviewer 17
2. HillClimb Safety Steward 17

I. Time Trials Overview

1. SCCA

The Sports Car Club of America, INC. (SCCA) is a 501(c)4 nonprofit organization incorporated in the state of Connecticut, dedicated to owning, operating, and preserving sports cars; arranging and regulating sports car events and exhibitions; encouraging safe and sportsmanlike conduct on public highways; and developing technical information relevant to these purposes.

2. Time Trials

Time Trials is the term for competition in which competitors vie for the fastest lap or elapsed time to complete a designated course. Time Trials competitors may share the track or course, but these events are not wheel-to-wheel competitions.

Within the Time Trials program, there are three primary formats:

1. **Time Attack**
   "Time Attack" is the modern term which best described traditional Time Trials. This format means competing for the best lap on a closed course purpose built for performance driving or motorsports.
2. **TrackSprint**
   TrackSprint is a format for competition on a specific section of a closed course purpose built for performance driving or motorsports. (E.g., a standing-start run from a specific point on track to a flying finish at a different point on track.) Though cars may share the course, there should be enough space to avoid cars passing or running in close proximity to each other.
3. **HillClimb**
   Hillclimb is a competition where one car at a time competes on a closed public road, typically with "climbing" elevation as a primary feature. Though cars may share the course, there should be enough space to avoid cars passing or running in close proximity to each other.

3. Assumption of Risk

Time Trials are a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver, and crew members.

The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily assumed the risk of bodily injury or death, or loss or damage to property or resources and waives any claims for bodily injury or death, or loss or damage to property or resources against SCCA, its directors, officers, employees and agents, event officials, event sponsors, racetrack operators, and other participants and discharges such persons and entities from responsibility for such losses.

4. Participant Conduct

1. All participants, including competitors, officials, crew and guests are expected to act in a mature and sportsmanlike manner. Behavior strictly prohibited at SCCA Time Trials Events include, but are not limited to: bribery, fraud, reckless actions, refusing to cooperate with officials and/or competitors, acting unsportsmanlike and threatening or committing physical violence.
2. **Alcohol, Drugs and Narcotics**
   1. No driver, entrant or crew member may consume alcohol until all practice, qualifying or racing for their class is finished for the day. No official may consume alcohol until their duties have been completed for the day. Anyone who has consumed any alcohol on the day of an event—other than following the conclusion of their activities—shall not participate on that day, may be excluded from the balance of the event and may be penalized as specified. Alcohol may not be consumed in the pits until after all of the day's on-track activities are concluded.
   2. The use at an event by any participant of any Federal Schedule 1 controlled substance (including marijuana), or other drug that affects the ability of the participant to safely participate in the event, or may otherwise adversely affect the safety or integrity of the event, is specifically prohibited. Certain prescription and non-prescription medicines may

also impair performance, so competent medical authority should be consulted prior to using such medicines and participating in the event. Any participant who violates this prohibition may be penalized as specified.

3. **Firearms**
   Possession of firearms is only permitted in compliance with federal and local ordinances and per facility rules and regulations. Firearms are not permitted in vehicles while on course.
4. Drivers and entrants are responsible for the behavior or their crew and guests. Persons who sign the waiver for minors are responsible for the behavior of those minors.

5. Media Rights

Participants agree to permit the Sports Car Club of America Inc., and their assigns (including but not limited to series sponsors, promoters/organizers of an event), free of any charges duties or fees, to use, license, reproduce, have reproduced, show, have shown, without limitation in space or time, all soundtracks, photographs, drawings, trademarks, films, video, and video pictures concerning competitors, their drivers, teams, or cars involved in the event(s) on any medium whatsoever that is sourced by or under the authority of SCCA (excepting medium submitted by a participant as part of a formal protest or appeal procedure) for any documents, reports, coverage, broadcast, program, publication, video game or model production, software, etc. whether past, present or future. The entrant further acknowledges and agrees that SCCA may freely assign or license its rights to a third party.

II. Driver Eligibility

1. Time Trials Driver Requirements

1. Weekend or Full Membership of the SCCA.
2. Valid government-issued driver's license.
3. Be able to handle the physical and mental demands of competition for the length of a session for each session of the event.
    1. SCCA Time Trials Driver Fitness Guidelines
    SCCA Time Trials Drivers should be able to participate in competition in a car at high speeds for extended periods of time. This form is a guide and tool for you to determine if you are medically qualified to participate in a Time Trials event. Failure to be able to deal with the stresses of automobile competition may jeopardize the driver or others while attending a competitive event.
    Drivers entering an SCCA Time Trials Event should be able to handle the physical and mental demands below for the length of a session for each session of an event.
        - **A.** The functional suggested requirements of a driver in a competition automobile are:
            1. Ability to rapidly operate acceleration, braking, and steering mechanisms/systems.
            2. Vision: distant vision correctable to 20/40 each eye, ability to distinguish basic colors, and peripheral vision to 70 degrees in the horizontal median for each eye.
            3. Should have minimal chance of sudden incapacitation from any disease process.
            4. Ability for rapid mental activity, problem solving, and decision-making.
            5. Ability to maintain an aerobic level heart rate for more than 20 minutes.
        - **B.** The environment the driver may operate in is:
            1. Temperature extremes from 0 degrees (F) to 120 degrees (F) for long periods of time.
            2. Smoke, fumes, vapor, caustic chemicals, and dust.
            3. Loud noise and vibration.
            4. Increased potential for exposure to fire.
4. A HillClimb or Time Trials License from the SCCA/recognized sanctioning body or a competition license from a recognized sanctioning body.

Note: Some events may require more than the minimum, such as requiring a HillClimb License instead of a TT or alternate sanctioning body license. Check individual event information and Supplementary Regulations for specific driver requirements.

2. Minor Driver Requirements

All drivers 17 years old or younger must meet the Driver Eligibility requirements and contact Event Officials before the event and get approval from the Event Lead.

In addition the following items are required for participation by a minor:

1. Completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. (Note: forms vary by state and witnessing method.)
2. Completed Minor's Assumption of Risk Acknowledgment. (Note: forms vary by state and witnessing method.)
3. Weekend or Full Membership of the SCCA.
4. A valid driver's license which does not require a passenger in the vehicle, issued by state, province, territory or country.
5. When applying for a HillClimb License, the minor must apply directly to SCCA Member Services.

3. Getting an SCCA HillClimb License

1. If you would like an SCCA HillClimb Driver License and have a current Time Trials Intermediate/Advanced License or one of the alternate accepted licenses, you can contact SCCA Member Services and ask for a HillClimb Driver License by e-mailing them at membership@scca.com or by calling 1-800-770-2055.
2. If you do not have experience, an SCCA Time Trials License nor another approved license, you will need to get an SCCA HillClimb Novice License by entering an event which accepts Novices or by contacting SCCA Member Services to get the Novice License added to your membership.

III. Safety Rules

Motorsports are inherently dangerous. These Rules are in no way a guarantee against injury or death to participants, spectators or others. You can reduce risk by driving well, properly using superior safety gear, paying attention, and reporting unsatisfactory issues to the event officials. Drivers are responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces. Drivers must have a Technical Inspection (Tech) Sheet completed and available to present to an SCCA Official.

Entrants are reminded that there is a considerable gap between a minimum standard and the best protection that current technology can provide. It is recommended that seats, restraint systems, roll bars and helmets meet the highest safety standards possible.

Some Regions/Events require more than the minimum safety required by these Rules.

1. Safety Level 2

1. Overview

Safety Level 2 generally means an appropriate racing-specific seat, 4-point roll bar, 5-point racing harness, arm restraints or window net, and fire-retardant helmets and clothing.

All vehicles required to meet Safety Level 2 Standards must meet the Safety Level 1 Standards, plus the additions below.

2. Vehicle Equipment

1. Roll Bars

These specifications apply to all vehicles (other than those issued an SCCA Logbook before 1/1/19). Cars issued an SCCA Logbook before 1/1/19 may continue to compete with their previously approved rollover structure or comply with the following specifications.

A roll bar is defined as a main hoop and diagonal placed behind the driver and supplemented by two braces. The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure. The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. Roll bars must meet the following criteria:

A. One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.

B. The top of the roll bar must be above the top of the driver's helmet when the driver is in normal driving position.

C. The two (2) vertical members forming the sides of the hoop must be more than 15 inches apart (inside dimension), and it is desirable that it extend the full width of the cockpit.

D. An inspection hole of at least 3/16 inch diameter to facilitate verification of wall thickness may be required. It must be drilled in a non-critical area of a roll bar member at least three inches from any weld or bend.

E. All bolts and nuts shall be SAE Grade 5 or better, 5/16-inch minimum diameter.

F. Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by seatbelt and harness, must be padded with a non-resilient material such as Ethafoam® or Ensolite® or other similar material with a minimum thickness of 1/2 inch. Padding meeting SFI spec 45.1 or FIA 8857-2001 is strongly recommended.

G. The size of tubing to be used for the main hoop, braces and diagonals shall be determined on the basis of the weight of the car. The following minimum sizes are required and are based upon the weight of the car without the driver. Dimensions are nominal; 0.010-inch variation in wall thickness is allowed.

Vehicle Weight (Without driver)	Tubing Size (inches) (outer diameter x wall thickness)
Up to 1,500 lbs.	1.25 x 0.090

1,501–1,700 lbs.	1.375 x 0.080
1,701–2,699 lbs.	1.500 x 0.095 1.625 x 0.080
2,700 lbs. and up	1.500 x 0.120 1.750 x 0.095 2.000 x 0.080

H. The roll bar hoop and all braces must be of seamless or DOM mild steel tubing (SAE 1010, 1020, 1025) or equivalent, or alloy steel tubing (SAE 4130). For cars logbooked before 1/1/16, existing ERW tubing is acceptable.

I. All welding should be of the highest possible quality with full penetration. Craters should be filled to the cross section of the weld and undercut should be no more than 0.01 inch deep.

J. All roll bars must be braced in a manner to prevent movement in a fore-and-aft direction with the braces attached within the top third of the roll hoop. At a minimum, two (2) braces must be used, parallel to the sides of the car, and placed at the outer extremities of the roll bar hoop. Such braces should extend to the rear whenever possible. Diagonal lateral bracing must be installed to prevent lateral distortion of the hoop. In most cases, a lateral brace from the bottom corner of the hoop on the side to the top corner of the hoop on the other side is sufficient. Although installing the diagonal lateral brace in the main hoop is the strongest alternative (and hence most preferable), there may be instances where such an installation is not practical. In such situations, the installation of the diagonal brace running from the bottom of the fore/aft brace on one side to the top corner of the hoop on the other side is acceptable. In convertible vehicles with a production line beginning 1990 or later, such as the Mazda Miata, a “V” design, also known as a “double diagonal” used between the rear supports is acceptable.

K. Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one (1) tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom on the permanent mounting, and at least two (2) bolts must be used to secure each telescope section. The telescope section must be at least eight inches in length. One (1) bolt is required if one (1) end is welded to the main hoop.

L. Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates may be used for this purpose where desired.

M. In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the car floor. The important consideration is that the load be distributed over as large an area as possible. A backing plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.

N. Mounting plates bolted to the structure shall not be less than 0.1875 inch thick and the use of a back-up plate of equal size and thickness on the opposite side of the panel with the plates through-bolted together is recommended. A minimum of three (3) bolts per plate is required for bolted mounting plates.

O. Mounting plates welded to the structure shall not be less than 0.080 inch thick. Whenever possible, the mounting plate should extend onto a vertical section of the structure, such as a door pillar.

2. Seats

Replacement Seats must a one-piece, bucket-type race seat, be securely mounted and provide fore/aft and lateral support. Replacement Seats must accommodate, with appropriate routing, 5 (or more) point safety belts including sub-strap. OE seats may not be modified to accommodate belts, aftermarket seats must be installed per manufacture guidelines. It is highly recommended that the passenger side has the same or better equipment as the driver’s side.

3. Driver Restraints

A. All drivers shall utilize either a 5-, 6- or 7-point restraint harness.

B. The following harness requirements must be met:

1. Shoulder straps shall be separate.

2. Two inch shoulder straps shall only be used with head and neck devices.

3. All harnesses shall bear labels bearing either of the following SFI or FIA certifications:

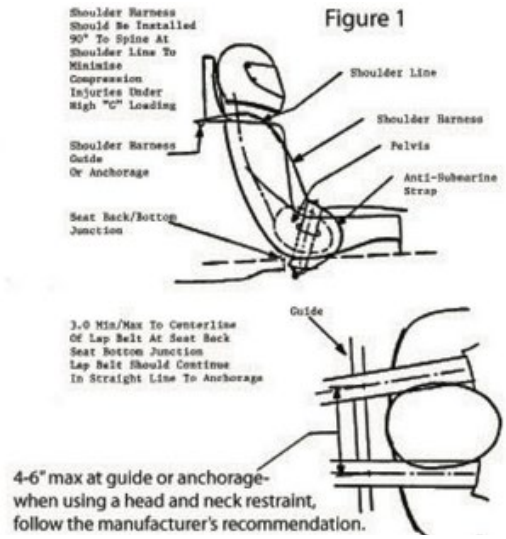
a. SFI specification 16.1 or 16.

b. FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.

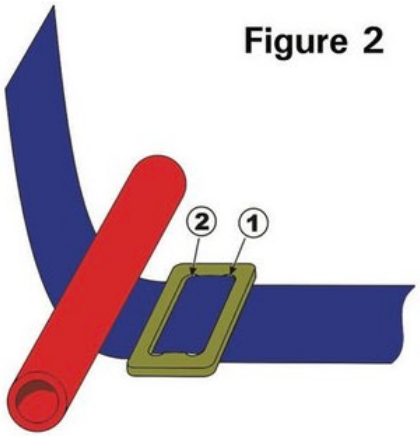
4. Harnesses shall be in good condition (no cuts, abrasions, abnormal wear, etc.). It is highly recommended that harnesses are not utilized past their expiration date.

5. The following steps shall be taken when threading harness through a harness bar

a. Figure 1

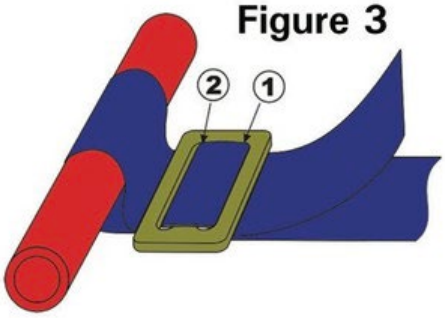


b. Figure 2



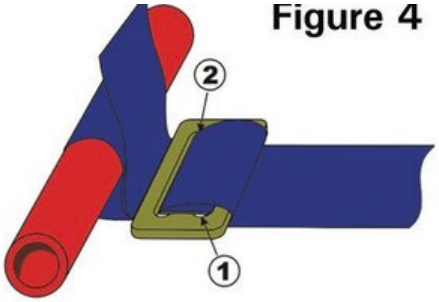
c. Figure 3

Figure 3



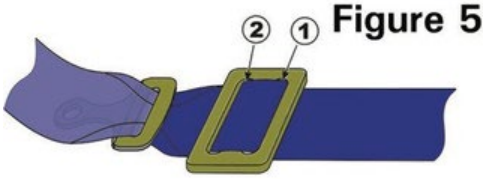
d. Figure 4

Figure 4



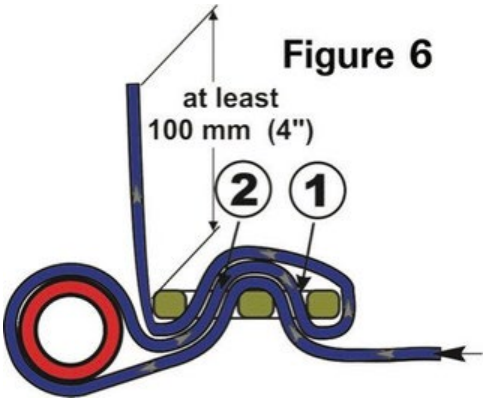
e. Figure 5

Figure 5



f. Figure 6

Figure 6



4. Fire Suppression

A. All vehicles shall have a device (such as a fire bottle/fire extinguisher/fire suppression system) securely mounted with metal mounting brackets of the quick-release type within reach of the driver to suppress fires.

The device should meet at least one of the following minimum requirements:

1. On-board fire systems per SCCA Road Racing General Competition Rules (GCR).

2. Halon 1301 or 1211, 2 pound minimum capacity by weight.

3. Dry chemical, 2 pound minimum with a positive indicator showing charge. Chemical: 10 BC or 1A10BC Underwriters Laboratory rating.

3. Driver Safety Gear

1. **Helmets**
   - **A.** For Safety Level 2, helmets meeting one of the following standards are acceptable and must be worn while on course:
     1. Snell Foundation Standards with Snell sticker 2015 or later for Special Application (SA2020, EA2016, SA2015).
     2. SFI standards 31.1/2015, 31.1/2020
     3. FIA standards 8859-2015, 8860-2010 or newer.
   - **B.** **For drivers of any vehicle without a DOT-approved windshield** (such as kit-cars, Sports Racers, Formula Cars and Specials) or any other vehicle with less than standard-sized windshield, helmets meeting these additional criteria are required:
     1. Helmets must be full face.
     2. A shield, preferably made of impact-resistant materials, shall be used while on course (conventional eyeglasses are not sufficient).
2. **Driver Clothing**
   - **A.** Driving suits shall meet one of the following standards:
     1. FIA standards (8856 -1986, 8856-2000 or 8856-2018).
     2. SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification.
     3. Suits carrying SFI 3-2A/1 certification may be worn only with fire resistant underwear.
     4. Gloves made of leather and/or accepted fire-resistant material containing no holes.
     5. Socks made of accepted fire-resistant material.
     6. Face coverings (balaclavas) of accepted fire-resistant material for drivers with beards or mustaches.
     7. Shoes, with uppers of leather and/or nonflammable material that, at a minimum, cover the instep
3. **Driver Accessory Gear**
   - **A.** For drivers of any vehicle where the compatibility of belts and seats meet the use of head and neck support systems, the use of a head and neck support system is highly recommended.
   - **B.** For a track-based event (Time Attack/TrackSprint) a driver's-side window safety net or arm restraints are highly recommended for all cars.
   - **C.** For a HillClimb event, arm restraints are required in any open car and a window net or arm restraints are required for closed cars.

2. Safety Level 3

1. **Overview**

   It is intended that Safety Level 3 be similar to that of SCCA Road Racing. Vehicles of motorsports-specific construction are required to meet these specifications. For National Time Trial Events, vehicles prepared beyond Max Category Rules and competing on tires without DOT-Approval must meet Safety Level 3 Standards.

   All Safety Level 3 vehicles must meet the requirements of Safety Levels 1 and 2, plus the inclusion of a roll cage compliant with specifications listed here. A roll cage consists of the main hoop, front hoop, side protection, and braces as specified in these Rules.

   These specifications apply to all vehicles other than those issued an SCCA Logbook before 1/1/19. Cars issued an SCCA Logbook before 1/1/19 may continue to compete with the previously approved rollover structure or comply with the following specifications.

   Please see SCCA General Competition Rules section 9.4 for diagrams and illustrations.

2. **Roll Cages**

1. **Main Hoop**
   The main hoop (behind the driver) must be the full width of the cockpit for all cars. It must be one continuous length of tubing with smooth bends and no evidence of crimping or wall failure. The main hoop must maintain a single plane.
   - **A.** On all closed cars, the main hoop must be as close as possible to the roof and "B" pillars.
   - **B.** On open cars retaining the windshield frame, the main hoop must be full height for the entire width of the hoop. The top of the main hoop must be at least 2 inches above the driver's helmet.
   - **C.** Open cars without the windshield frame may use an asymmetric main hoop. The main hoop must be full width to the passenger side of the car. On the passenger side of the car, the hoop must be at least as high as the top of the rear corner of the door. The main hoop must be high enough that a straight line drawn from the top of the main hoop to the top of the front hoop would pass over the driver's helmet and steering wheel when the driver is seated in the normal driving position. Additionally, the top of the main hoop must be at least 2 inches above the driver's helmet.
2. **Main Hoop Bracing**
   - **A.** Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop or extend from the top of one rear brace to the bottom of the opposite rear brace. Automobiles with mid-mounted engines can have the lower mounting point attach to the frame of the automobile within 6 inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop. In convertible vehicles with a production line beginning 1990 or later, such as the Mazda Miata, a "V" design, also known as a "double diagonal" used between the rear supports is acceptable.
   - **B.** Cars must incorporate a main hoop horizontal brace at the approximate level of the driver's shoulders but not lower than the shoulder belt mounting point as described. If a double-diagonal "X" brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver's seat to mount the seat back and shoulder harness.
   - **C.** Cars must have two (2) braces extending to the rear from the main hoop and attaching to the frame or chassis. Braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30 degrees.
   - **D.** Open cars must have two (2) braces extending forward from the main hoop and attaching to the front hoop, not more than 6 inches below the top of the front and main hoop. It is recommended that the front and rear braces attach to the main hoop as close as possible to each other.
   - **E.** On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g., Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (Petty bar). Alternatively, the rear window may be removed and a clear, LEXAN™ replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody.
3. **Front Hoop**
   - **A.** Roll cages may be of two designs, low front hoop or high front hoop. All closed-top cars and cars that retain the windshield frame must have a high front hoop design. Open cars may incorporate a high or low front hoop design. High front hoops are also referred to as side hoops.

1. Closed cars: The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top “halo” hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations, there shall be a tube connecting the two A-pillar tubes at the top of the windshield.
2. Open cars: The height of the front hoop must be consistent across the full width of the cockpit.

B. Front Hoop Bracing

All open cars with a high front hoop and all tube frame closed cars must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended production-chassis cars also have the front hoop brace.

1. Tube(s) may extend, from each front down tube, forward to the firewall. For Unlimited or SCCA GCR-class cars which allow it, tube(s) may extend through the firewall. In this case it is recommended this tube, one on each side, connect to the chassis at a point not more than 12 inches forward of the front axle centerline.

4. Side Protection

A. Side tubes connecting the front and main hoops across both door openings are strongly recommended. Tubes that are welded to any part of the same mounting plate are considered to be connected to one another.

B. NASCAR-style side protection or one bar bisecting another to form an “X” is permitted. Door side tubes may extend into the front door.

1. Door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for door locks, windows, power mirrors, seat wiring, etc., and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified.
2. The stock outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the Rules.

5. Roll Cage Attachment Points

A. Production-chassis cars: The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of six (6) points as specified in these Rules.

B. Tube-frame cars: The roll cage shall be integrated into the frame or chassis.

C. Mounting Plates

1. Mounting plates welded to the structure of the car shall not be less than 0.080 inches thick and no more than 0.25 inch thick. Plates may be on multiple planes.
2. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. Plates may be on multiple planes but shall not be greater than 15 inches on any side.
3. Fasteners for bolted or riveted mounting plates must be Grade 5/Metric 8.8 or better with a minimum diameter of 5/16 inch.

6. Roll Cage Tubing

A. Seamless or DOM mild steel tubing (SAE 1020 or 1025 recommended) or alloy steel tubing (SAE 4130 or T45), or Docol R8 tubing must be used for all roll cage

structures. Alloy and mild steel tubing may not be mixed. ERW tubing is not allowed.

B. The following table shows the minimum allowed tubing outer diameter and wall thickness by vehicle weight:

Vehicle Weight (not including driver)	Tubing Size (inches) (outer diameter x wall thickness)
~~Up to 1,000 lbs.~~	~~1.00 x 0.060~~
~~1,001–~~ Up to 1,500 lbs.	1.25 x 0.090
1,501–1,700 lbs.	1.375 x 0.080
1,701–2,699 lbs.	1.500 x 0.095 1.625 x 0.080
2,700 lbs. and up	1.500 x 0.120 1.750 x 0.095 2.000 x 0.080

C. For purposes of determining tubing sizes, the vehicle weight is as raced without driver, fuel and ballast. The minus tolerance for wall thickness should not be less than 0.010 inch below the nominal thickness.

D. The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.

E. The minus variance of tubing wall thickness due to manufacturing tolerances is limited to 0.010 inch.

F. Either an inspection hole between 3/16- and 1/4-inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the logbook and inspected by such means.

7. Basic Design Consideration

A. All portions of the roll cage subject to contact by the driver must be padded with a minimum 1 inch of material. Padding that meets or exceeds SFI 45.1 or FIA 8857-2001 (curved padding), or SFI 45.2 or FIA sports car head rest material (flat padding) specification is recommended.

B. No portion of the roll cage may have an aerodynamic effect by creating a vertical force.

C. The radius of all bends in the roll cage (measured at centerline of tubing) must not be less than three times the diameter of the tubing.

D. It is recommended that all joints of the roll cage be welded. All welding must include full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, and so forth. Welds shall be continuous around the entire tubular structure. Procedures for welding alloy steel shall be in accordance with accepted industry practice. It is recommended that a certified AWS D1.1 welder do all welding.

E. It is recommended that gussets be used at all joints.

F. Any number of additional tube elements is permitted within the boundaries of the cage structure. Such tube elements may pass through any mandatory or optional bulkhead or panel separating the driver/passenger compartment from the trunk/cargo area/fuel tank/fuel cell area provided the bulkhead is sealed around such tube elements.

G. Removable roll cage bracing is acceptable in one of the following configurations.

1. If one tube fits inside another tube to facilitate removal, the removable portion must fit tightly and must bottom by design, and at least two (2) bolts must be used to secure each joint. The telescoping section must be at least 8 inches long. The minimum bolt diameter is 3/8 inch.

2. Removable bracing may incorporate connectors of the double-lug, double ear-type, tapered or muff-type. The double-lug type must include a doubler, gusset, or capping arrangement to avoid distortion or excessive strain caused by welding. Double ear-type joints must be fully welded at all the mating surfaces.

8. Manufacturer Supplied/FIA/MSA Homologated Cages

A. Cars may compete with FIA or FIA-Approved Test Houses homologated cages provided the cage was built by the manufacturer or a manufacturer designated shop/team and approved for use. Cars must have the FIA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the origins of the car, or confirmation that the cage was certified by an FIA-Approved Test House.

B. Cars may compete with an approved MSA (Motor Sports Association UK) Roll Over Protection System Certificate. All related engineering drawings and documents shall be submitted to SCCA Technical Services. Cars must have MSA identification plate attached to the cage along with a letter from SCCA Technical Services certifying the cage was approved by the MSA.

C. Cars which do not comply with the design criteria set forth for roll hoops must have a waiver/homologation certificate issued by the Road Racing Technical Staff. Cars which are excepted from the published design criteria, shall at all times have available for examination a current logbook, a copy of the letter of exception from the Road Racing department and supporting engineering documentation. Cars which have previously been issued homologation Certificates may satisfy this rule by presentation of said certificate or a copy. Vehicles with an SCCA logbook issued before prior to January 1, 1983 do not require homologation certificates.

D. **Note:** This line primarily applies to those who own older SCCA road racing cars or factory-built racecars that probably had a previous history with the SCCA or other sanctioning body. While the Road Racing Technical Staff can evaluate and approve another design, the far easier (and less expensive path) here is to build it to the published specs. If you have an older formula car or sports racer, it should have a homologation certificate that goes with it.

3. Alternate Accepted Logbooks

1. Accepted Alternate Sanctioning Bodies

1. National Auto Sport Association (NASA)
2. BMW Car Club of America (BMWCCA)
3. Porsche Club of America (PCA)
4. Porsche Owners Club (POC)
5. **Note:** At Time Trials National events, the roll bar/roll cage minimums for DOT and non-DOT tires must be met.

2. Accepted Vintage Sanctioning Bodies

1. Sports Car Club of America (SCCA)
2. Classic SportsCar Racing Group (CSRG)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC)
7. Vintage Drivers Club of America (VDCA)
8. Historic Sportscar Racing (HSR)
9. American IndyCar Series (AIS)

4. Vehicle and Driver Gear Safety Inspection

Vehicles must be inspected to participate in SCCA Time Trials and the official tech form must be filled out, signed by the driver and turned in to the designated event official(s). The driver is responsible for ensuring that the vehicle being used is properly prepared for operation under elevated acceleration, braking and cornering forces.

1. Whenever the following items are installed on a vehicle, an SCCA Tech Inspector must evaluate the installation:
   1. Any aftermarket safety item required by SCCA Rules.
   2. Aftermarket seat(s).
   3. Aftermarket seat belts/racing harnesses.
   4. Roll bar or roll cage.
2. **Inspection Requirements**
   Items must be inspected for secure installation and proper fasteners (e.g., sandwich plates on bolt-in roll bars/cages). The driver is responsible for the installation being compliant with manufacturer guidelines, and adequate material (e.g., tubing size and thickness) but inspectors should be on the lookout for obvious inappropriate installation or improper material.
3. **Required Driver Gear Safety Inspection**
   The following driver gear safety items must be inspected by an SCCA Official. A vehicle shall not get approval to go on track until gear for the driver(s) of that car has been checked.
   1. Helmets must be inspected, and a tech sticker should be affixed so that officials can easily check that the helmet has been inspected and approved. Helmet stickers may be annual.
   2. Any required driver gear item must be inspected by an SCCA Tech Inspector.
4. **Logbooks/Annual Inspections**
   1. Vehicles may be annually inspected, and that inspection may be noted with proof of inspection (e.g., sticker, card or logbook).
   2. A vehicle with an annual tech is not required to be inspected at an event, but the driver shall still turn in a completed tech form.
   3. Any change or addition to aftermarket safety equipment requires a re-inspection, even if that vehicle is within the annual inspection period.
   4. SCCA Road Racing Annual Inspections may be honored and a Road Racing vehicle with an annual tech is not required to be inspected at an event, but the driver shall still turn in a completed tech form.

IV. Required HillClimb Officials

1. HillClimb Course Reviewer

1. A licensed HillClimb Course Reviewer must review and approve all new sites to determine its appropriateness for use. Review categories shall include but are not limited to top speeds, drop-offs, water hazards, incline/decline and required safety modifications.
2. Upon approval, the HillClimb Course Reviewer will produce a Hill Guide that outlines the site plan to be used at sanctioned events including but not limited to type and placement of barriers, location of paddock, turn-around, safety equipment and vehicles, radio communications and observers.
3. HillClimb Course Reviewer licenses are administered by the Experiential Program Lead.

2. HillClimb Safety Steward

1. A licensed HillClimb Safety Steward is the onsite official at a sanctioned event who determines course readiness.
2. The Hillclimb Safety Steward will utilize the Hill Guide and Program Safety Checklist (if applicable) to ensure all modifications have been made.
3. Duties:
    1. Prior to the Event: 1-2 days prior to cars on the course, the HillClimb Safety Steward must WALK the hill to ensure that the course is readiness, all Hill Guide requirements have been satisfied and there have not been any changes to the course that creates a safety or operational concern.
    2. Each Morning before the day’s activities begin: The HillClimb Safety Steward must drive the full course to review the course for readiness. Ensure that no changes have occurred since the course review walk.
4. HillClimb Safety Steward licenses may be authorized by the Experiential Program Lead or a licensed HillClimb Course Reviewer. Training will be administered by the Experiential Program Lead or a licensed HillClimb Course Reviewer.