

## **Fuel cell waivers related to cars thru 1997**

**As a general policy, the VSCDA Board and technical inspection team prefer that all racecars have fuel cells. We understand that some now vintage cars were raced without a fuel cell and the rules at the time they were raced required them to have a factory fuel tank. Thus, in 2021 the Board decided to make a FEW exceptions to the requirement that every car have a fuel cell.**

**VSCDA has taken a close look at the safety record and rules related to some of the pro-raced cars that meet SCCA or NASA etc. requirements for fuel tank location and are considered safe. Based on SCCA 9.3.26 GCR rules, we will apply the SCCA's exception to fuel cell rules. This means that Touring, B-Spec, Spec Miata, Improved Touring, American Sedan restricted prep cars, if the car's stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.), and the stock fuel tank remains in its stock location, are approved by SCCA.**

**Some examples of cars where this applies for VSCDA: Porsche 924s, 944s, most current era Cup cars, Mazda Miata's and a very limited number of IT cars depending on their fuel tanks locations. B-Spec, Touring, American Sedan are all too new at this point to be considered vintage.**

**Cars racing with a fuel cell waiver will be required to have a 5# fire system with three nozzles, such that the driver, engine and fuel tank area each has a nozzle covering it. Cars with only a fire bottle will not pass technical inspection and will not be allowed to race.**

**Dated 2/22/22**