

Pirated from 4/7/13 board meeting

SEATS

Our rules do not address racing seats.

Examples:

From Lemons:

- **3.2: Driver's Seat:** Driver's seatback must reach above middle of helmet or higher. One-piece, purpose-built racing seats with properly located, factory-provided shoulder-harness holes are mandatory. Molded plastic seats of ABS or similar material are not allowed. All seats must be very securely mounted to the floor or cage to avoid separation during a crash. All seatbacks must be restrained against rearward failure.
- 3.2.1: Seats with Seatback Braces. **Permanently attached seatback braces are very strongly recommended, but must always be appropriate to the seat type. A mismatched seat/seatback-brace combination can damage the seat or seriously injure the driver--confer with the seat's seller to choose the correct brace.** The plate where the seatback brace meets the seatback must be properly located to encompass the seat's main structural elements, and large enough not to push through the seat in a crash or otherwise concentrate loads on the driver. (The plates sold with many commercial braces are too small to meet this requirement--often, you'll need to add your own, larger, custom-shaped plate.)
- 3.2.2: Seats without Seatback Braces. If a seatback brace is **not** used, a strong, seat-width element such as a shoulder-harness bar must be located within six inches of the seatback to prevent the seat from failing rearward.
- 3.2.3: Solid mounting. All seats, including seats on adjustable tracks, must show minimal looseness and no back-and-forth freeplay.
- 3.2.4: Seat and headrest strength. All seats must be strong enough to withstand major impacts from any angle. The headrest area must be strong enough not to bend in a heavy rear impact.

From SCCA:

- The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats *that have been* homologated to and mounted in accordance with FIA standard 8855-1999, *or seats that have been certified to* FIA Standard.8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back--if a folding seat, it shall be securely bolted or strapped in place.
- Mounting structures for racing seats may attach to the floor, cage and or center tunnel. Seat mounting points forward of the main hoop, between the center line of the car and the driver's side door bar and rearward of the front edge of the seat bottom are not considered cage attachment points in classes with limitations on the number of attachments.
- A system of head rest to prevent whiplash and rebound, and also to prevent the driver's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests satisfy this requirement.
- The head rest on non-integral seats shall have a minimum area of 36 square inches and be padded with a minimum of one inch thick padding. It is strongly recommended that padding meet SFI spec 45.2 or FIA Sports Car Head Rest Material. The head rest shall be capable of withstanding a force of two-hundred (200) lbs. in a rearward direction. The head rest support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet can not hook over the pad.

From ChumpCar:

- **3.3. Driver's Seat:**
- 3.3.1. The back of all driver's seats must extend in height to above the middle of driver's helmet or higher.
- **3.3.2. Racing seats are required for all driver seats. One-piece SFI- or FIA-rated competition seats are very strongly encouraged. OEM seats are NOT allowed.**
- 3.3.3. All seats or seat-sliders must be securely mounted to the floor or cage to avoid separation during a crash. All mounting hardware must be Grade 8 or better and 2-inch diameter or larger load washers are required when mounting to sheet metal.
- 3.3.4. Two-piece racing seats are allowed; however, all seatbacks must be securely attached to the seat base.

- 3.3.5. All seatbacks must be permanently fixed, braced or otherwise restrained against forward and/or rearward failure. A one-piece, permanently mounted seat meets this requirement.
- 3.3.5.1. Seats on sliders (for driver adjustability): if the seat is of one-piece construction and is mounted on sliders, and if the roll-cage has a horizontal "shoulder belt" bar or if the diagonal main-hoop bar supports the seat back and is within three inches (3") of the seat back when the seat is in its furthest forward position, no fore/aft seat support is required (advised but not required). Any seat on sliders, including one-piece seats, whose travel extends greater than three inches (3") requires a seatback support mechanism.
- 3.3.5.2. All two- or multi-piece seats must have a fore/aft seatback support mechanism.

World Racing League

- Seat: One-piece seat designed specifically for auto racing is required. Seat must be mounted at a minimum of four points at the base. If bolting through the floor, 3" dia. washers or backing plates are required. If the seat back will be more than 3" from the harness bar for any driver, a seat back brace must be installed to prevent rearward movement of the seat. Back brace can be adjustable but must not present a risk to the driver by its design or installation