



ARMS SPEC MIATA CHAMPIONSHIP SERIES RULES

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These Specifications were established by ARMS which reserves unto itself the right at any time to alter these as required, promulgate special rules in emergency and periodically to revise any appendices hereto. Such alterations or additions will be published in the form of revised manuals or bulletins and/or on the ARMS official website.

These Specifications are intended to assist in the conduct of Competitions and to further general safety. They are a guide and in no way guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from this publication or compliance with these specifications. By participation in these competitions all participants are deemed to have complied with these regulations.



ARMS Code of Conduct

ARMS clubs, members and participants in ARMS sanctioned events shall conduct themselves according to the highest standards of behaviour and sportsmanship and in a manner that shall not be prejudicial to the interests and the reputation of ARMS or its Clubs or of motorsport generally. Failure to do so shall be considered a breach of the ARMS GCRs and may result in penalties being applied.

The following statements further define the beliefs, expectations, ideals and principles of individual conduct that ARMS believes should be exemplified:

1. Participants in ARMS sanctioned activities shall be bound by this Code of Conduct;
2. Participants in ARMS sanctioned activities shall accept that motorsports can be dangerous and entails inherent risks;
3. Participants in ARMS sanctioned activities shall be treated with consideration and respect, and shall treat fellow participants with the same consideration and respect;
4. Participants in ARMS sanctioned activities shall endeavour to portray a positive image of motorsports through their exemplary driving habits;
5. Participants in ARMS sanctioned events shall not knowingly place themselves or others in a position of undue risk. Consideration of safety shall be placed before competitive goals;
6. ARMS members shall strive to set exemplary standards of behaviour as they are all ambassadors for motorsports;
7. ARMS members shall pledge to demonstrate with their actions care and concern for the environment.



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ARMS SPEC MIATA CHAMPIONSHIP SERIES RULES

1.0 PURPOSE AND INTENT

1.1 PURPOSE AND INTENT

The ARMS Spec Miata (SM) class is intended to provide the ARMS membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition.

Vehicle eligibility is expressed by the Sports Car Club of America (SCCA) and is listed in the Spec Miata Specification. See Appendix 'B'.

Specific Spec Miata safety requirements is expressed by the Sports Car Club of America (SCCA) and is listed in the Spec Miata Specification. See Appendix 'B'.

General safety requirements is listed in section 9.3 of SCCA's GCR's. Generally, all SM cars shall include minimum 6-point roll cage and padding, approved race seat, electrical kill switch, window safety net, 5 point seat belt harness, fire extinguisher. See Appendix 'C'.

Permissible performance modifications is expressed by the Sports Car Club of America (SCCA) and is listed in the Spec Miata Specification. See Appendix 'B'.

Drivers who are not competing in the ARMS Spec Miata Championship may use a Spec Miata race car to compete in the ARMS Grand Touring Sedan Championship. Spec Miata cars shall be classed as GT4 in that series.

1.2 MAZDASPEED

Competitors that race a Spec Miata or building one, has the opportunity to join MazdaSpeed Motorsports Development. MazdaSpeed offers discounts on OEM Mazda parts as well as all Spec Miata required components. Refer to their website for detailed information.

2.0 SERIES DISCRIPTION

2.1 OFFICIAL NAME

The official name for this series shall be known as ARMS Spec Miata Championship Series.

2.2 RACE SERIES DESCRIPTION

This Series is comprised of three sprint type races, per ARMS Regional Race event. The ARMS' Regional Race Events are held at Atlantic Motorsport Park from May until September. The series



Champion shall be determined by the individual accumulating the most points from all the ARMS Spec Miata Championship races in the current calendar year.

Each race shall be 15 laps in length.

ARMS Officials and/or event organizers have the right to modify the arrangement and/or the duration of any race as required.

2.3 EVENT ENTRY

To compete in the SM Series, the competitor must hold a valid ARMS Road Racing License (or equivalent as approved by ARMS officials). The competitor shall pay the entry fee as required.

3.0 SCORING

3.1 MINIMUM CLASS ENTRIES

A minimum of three competitors are required to be considered a valid SM class.

3.2 POINTS

a) Scoring in the Series Championship are as follows;

- 1st – 30 Points
- 2nd – 27
- 3rd – 24
- 4th – 22
- 5th – 20
- 6th – 18
- 7th – 16
- 8th – 14
- 9th – 12
- 10th – 10
- 11th – 8
- 12th – 6
- 13th – 4
- 14th – 2
- 15th – 1

b) Every competitor shall complete a minimum of 50% of the race to be considered a finisher and awarded Championship points. During a 15 lap race, each competitor must complete a minimum of 8 laps to be considered a finisher and awarded Championship points.

Competitors shall have a maximum of 5 minutes after the checkered flag to cross the finish line to be considered a finisher of the race.

All race vehicles must be equipped with transponders compatible with the ARMS MyLaps timing system to be scored for Championship points.



3.3 BELOW MINIMUM CLASS ENTRIES

If there is not a minimum of three competitors, the race shall be cancelled, altered or postponed as decided by the event organizers.

3.4 TIES

Ties in the final point totals shall be resolved on the basis of each driver's record of first place finishes; then if necessary, second place finishes; then if necessary, third place finishes, including those finishes in excess of a driver's best six, if any. If two or more drivers have accumulated the same number of first, second and third place finishes in the races counted, they shall be considered tied for the position in the standings.

4.0 SPEC MIATA ROLL CAGE REQUIREMENTS

4.1 GENERAL

The basic purpose of the roll cage is to protect the Driver if the Car rolls over or is involved in a serious accident.

Detailed design Specifications for roll cage installation are as expressed by the Sports Car Club of America (SCCA) and is listed in section 9.4 of SCCA GCR. (See ARMS Spec Miata Rules appendix C)

4.2 DIMENSIONS AND MATERIALS

The roll cage (as defined by SCCA for SM) shall be seamless (DOM) mild steel tubing (SAE 1010, 1020, 1025).

Minimum size of tubing to be used shall be as follows: (all dimensions are in inches).

1.500x.095" or 1.750x.080"

5.0 GENERAL TECHNICAL AND SAFETY PREPARATION PROVISIONS

5.1 GENERAL

To compete in a ARMS sanctioned Event; Cars shall comply with the GCR, with these Regulations and Specifications, and with the Class Regulations and Specifications.

5.2 APPEARANCE

Cars shall be neat and clean. Cars which are dirty either externally or in the engine and passenger compartments, or that show bodywork damage, or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for Competition.



5.3 NUMBERS & CLASS IDENTIFICATION

- 5.3.1 Cars shall carry identification numbers and class letters, or other marks required by the Regulations.
- 5.3.2 Any Competitor whose Car numbers are judged to be illegible by the Chief Timekeeper and the Clerk of the Course shall not be scored or allowed to compete until the numbers are acceptable.
- 5.3.3 Numbers shall be placed on the front, rear, and on the driver's and passenger's doors.
- 5.3.4 These numbers shall be clearly visible to the timing tower of the circuit at which the Competition is taking place.
- 5.3.5 Front and side numbers shall be no less than 250mm (10in.) high with a 50mm (2in.) stroke.
- 5.3.6 Rear numbers shall be no less than 150mm (6in) high with a 38mm (1 ½in) stroke.
- 5.3.7 The distance between the digits shall be no less than the stroke of the digits.
- 5.3.8 A clear space shall be left around all numbers no less than 65mm (2.5in.) wide.
- 5.3.9 Class letters shall be no less than 100mm (4in.) high with a 13mm (1/2in.) stroke.
- 5.3.10 Numbers, class letters and other marks required by the Regulations shall have a sharply contrasting background. It is HIGHLY RECOMMENDED that competition numbers shall be black on a white background of adequate area to accommodate the numbers. Metallic numbers are prohibited.

5.4 ARMS & SM IDENTIFICATION

Cars shall display the official ARMS logo unobstructed and prominently on both sides of the Car ahead of the side numbers. The logo shall be displayed on the front of the Car unobstructed and prominently near the front number. Cars shall also display required SM decals as described in Appendix 'B'.

5.5 TIRES

Size shall be 205/50R15.

Manufacturer & Model – ~~Toyota R388~~ Any tire with a tread wear rating of 100 and above

5.6 LIGHTS

5.6.1 HEADLIGHTS & MARKER LIGHTS

Headlights and marker lights may be removed. When headlights and marker lights are removed, the opening shall be covered with a solid panel of steel, aluminum, plastic, fiberglass or carbon fibre.

When headlights and marker lights are retained, they shall be taped.



5.6.2 BRAKE LIGHTS & TAIL LIGHTS

At the start of any race, cars shall have two operating red brake lights which shall be actuated only by application of the brake pedal. A minimum of 50 percent of the brake light area shall be exposed. The rest shall be taped over. Cars may continue during the race with a minimum of one operating brake light.

Operating tail lights are not required.

6.0 CARS AND EQUIPMENT

6.1 DRIVER RESTRAINT SYSTEMS

6.1.1 With the exception of Driver Schools, all drivers shall utilize a restraint harness manufactured to:

- 6.1.1.1 FIA/ISO Standard No. 8853/98 or 8854/98,
- 6.1.1.2 SFI Spec 16.1, or SFI Spec 16.5

6.1.2 FIA Technical List # 24 lists all the Safety Harnesses currently Homologated by the FIA to FIA Standards 8853/98 or 8854/98.

6.1.3 List of manufactures meeting SFI Spec 16.1 and 16.5 for Safety Harnesses can be found at www.sffoundation.com/

6.1.4 Restraint harness installations are subject to the approval of the Chief Scrutineer at each Event.

6.1.5 DESIGN

A minimum five point system is required for use in cars where the Driver is seated in an upright position, consisting of a lap belt, two shoulder straps and an anti submarine strap. A minimum six point system is required for use in cars where the driver is seated in a semi-reclining position, consisting of a lap belt, two shoulder straps and two anti-submarine straps. FHR specific shoulder straps are permitted, but only when used in conjunction with a FHR device.

6.1.6 MATERIALS

The material of all straps shall be in good condition. The buckles shall be of metal to metal quick release type except in the case of the leg straps of the six point system where they attach to the seat belt or shoulder harness straps.

6.1.7 TYPES OF SHOULDER STRAPS

Only separate shoulder straps are permitted. "V" and "Y" type shoulder straps are not allowed. "H" type configuration is allowed.

6.1.8 INSTALLATION

Details of installation shall be according to the manufacturer's instructions. Where manufacturer's instructions are unavailable, generic installation instructions are shown in Appendix B.



6.1.9 FUNCTION

All straps shall be free to run through intermediate loops or clamps/buckles.

6.1.10 HARDWARE

The minimum acceptable bolt used for mounting all belts and harness are 3/8in SAE Grade 5 or 5/16in Grade 8, which shall properly fit both the car mounting points and the belt end attachments. To achieve the required proper snug fit, shouldered steel bushings may be used if necessary. A Scrutineer shall approve, and note in the vehicle log book, all installations using 5/16in bolts. Where possible, seat belts, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent reinforcing shall be used to spread the load. Bolting directly to floor panels etc., without adequate reinforcement, is not acceptable.

6.1.11 VALIDITY

All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/98 or 8854/98.

- 6.1.11.1 Restraint systems meeting SFI 16.1 or 16.5 – The expiry date is two years from the date of manufacture which is on the SFI label which is affixed to each part of the harness.
- 6.1.11.2 Restraint systems homologated to FIA specification 8853/98 and 8854/98 will have a label containing the type of harness designation ('C-###.T/98 or D-###.T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels.
- 6.1.11.3 If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

6.2 SCCA Race GCR Section 9.3 - see ARMS Spec Miata Appendix 'C'

7.0 TECHNICAL INSPECTION

7.1 CAR LOGBOOKS

All Competitors at ARMS Events shall have a logbook issued by a recognized sanctioning authority.

7.2 ISSUANCE OF LOGBOOKS

A logbook shall be issued by an ARMS licensed scrutineer who shall conduct a thorough inspection of the Car and enter a complete description of the Car, its safety roll cage. All changes of ownership shall be entered.



7.3 IDENTITY PLATE

Each Car shall be identified by a ARMS issued Identity plate permanently attached to the Car frame bearing a number corresponding to that of its logbook.

10.4 ANNUAL INSPECTION

A full and complete technical and safety inspection (Annual Inspection) shall be performed on each Car once a year. The year shall be defined as the calendar year. When the Car passes this inspection the logbook shall be stamped with the "official" Annual Inspection stamp, and dated and signed by a licensed ARMS scrutineer.

7.5 EVENT & RANDOM SCRUTINEERING

Competitors shall present their race car & safety apparel to the tech building for technical inspection prior to each event. Event scrutineers shall carry out random technical inspections of cars and of Drivers' safety equipment and permitted performance modifications at any time during the event.

7.6 TRANSPONDER

ARMS MyLaps system compatible transponder units must be used.

8.0 PRE & POST RACE INSPECTIONS

8.1 WEIGHING OF CARS:

- The scales in use at the track by ARMS will be the official race day scales.
- All cars shall meet or exceed the minimum weight specified with driver, exactly as they come off the race circuit, at the conclusion of any race or qualifying session, when weighed on the official scales. The driver shall remain in the car while it is being weighed.
 - 1990 – 1993 minimum weight **2275 lbs or 2290 with alternate bore**
 - 1994 - 1997 minimum weight 2350 lbs **or 2365 with alternate bore**
 - 1999 – 2000 minimum weight 2400 lbs **or 2415 with alternate bore**
 - **2001 – 2005 minimum weight 2425 lbs or 2440 with alternate bore**
- If the car does not meet the minimum weight requirement, it will be considered under weight. There will not be any such thing as +/- 1 or 2 lbs.
- The weight recorded by the scale operator will be considered official and used to determine if the car meets the minimum weight requirements.
- The following penalties will apply for being under weight
 - After Qualifying – qualifying time will be disallowed and the driver will start from the last position for the day.
 - After a Race – the driver will be **Disqualified** from the race.
- All cars will be weighed when going through the pre race tech inspection
- All cars must report to be weighed every time they enter the paddock either during or at the end of the qualifying session.



- Any driver stopping on pit lane prior to entering the paddock, to add anything to the car will be considered under weight and their qualifying time will be disallowed and the driver will start from the last position for the day.
- 4 cars will be randomly selected to be weighed at the end of each race
 - Any driver stopping on pit lane prior to entering the paddock after the race, to add anything to the car will be considered under weight and the driver will be **Disqualified** from the race.
- A driver / entrant who refuses to have their car weighed when requested by ARMS will be **Disqualified** from the race immediately preceding the refusal or have their qualifying time disallowed if the refusal follows the qualifying session.
- If any entrant or crew members are caught tampering with the scales such as adding weight by touching the car, touching the scale pads, etc.... the driver will be **Disqualified** from the race immediately preceding the tampering or have their qualifying time disallowed if the tampering follows the qualifying session.
- The only people allowed in the area where the car is being weighed is the Tech Inspector(s) operating the scales, the Driver (in the car) and a Steward. The Tech Inspector(s) and Steward shall stand away from the car so as to not interfere with the weighing process
- The scales will be available at any time during the race day for a competitor to have their car weighed. The competitor must make arrangements with the ARMS Tech Inspector(s) to have this done as only the ARMS Tech Inspector(s) will be operating the scales.

8.2 RESTRICTOR PLATE:

- Restrictor plate requirements
 - 1990 – 1993 - No restrictor plate required
 - 1994 – 1997 – 47mm restrictor plate required, colour of plate is **red**
 - 1999 – 2000 – 38mm restrictor plate is required, colour of plate is **purple**
 - 2001 – 2005 – 40mm restrictor plate is required, colour of plate is **red**
- Restrictor Plate presence will be observed during the pre race tech inspection
- Restrictor Plate presence may be observed any time the car is required to be weighed

The ARMS Tech Inspector(s) may request at any time during race day that the restrictor plate be removed to verify the diameter of the restriction.

APPENDIX 'A' – not used

APPENDIX 'B' – ARMS Spec Miata Championship applicable

2015 SCCA GCR - 9.1.7 SPEC MIATA

APPENDIX 'C' – ARMS Spec Miata Championship applicable

2015 SCCA GCR - 9.3 CARS AND EQUIPMENT & Roll Cage

APPENDIX 'D' – SPEC MIATA SETUP GUIDE

