



ATLANTIC REGION MOTOR SPORTS

STOCK ROAD RACING CLASS REGULATIONS

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These Stock Road Racing Class Regulations 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 Stock Road Racing Class Regulations 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 STOCK ROAD RACING CLASS REGULATIONS

1. SERIES INTENT

Is to provide an entry level class of road racing for Atlantic Motorsport Park. The class will be referred as the Stock Road Racing Class (SSR). Cars allowed, will be select cars allowed by the SCCA GCR for Improved Touring. The basic principal is for showroom stock rules with Improved Touring legal cars. This gives the new racer a class to start in and when the confidence and speed improves they may wish to move up to the GT Sedan Class racing by changing suspension, intake, exhaust and other performance-oriented parts.

2. ELIGIBILITY

2.1. APPROVED MODELS

- 2.1.1. Acura: Integra, 1993-2001 no RSX
- 2.1.2. BMW : 318 (E36) 4 cyl 1990-1999
- 2.1.3. Chevrolet/GMC: Cavalier and Sunfire, 4 cyl only. 1995-2005
- 2.1.4. Dodge/Plymouth/Chrysler: Neon, 2.0 SX, 1995-2005 No SRT4
- 2.1.5. Ford: Focus 1999-2007 no svt, Mustang V6 1994-2004
- 2.1.6. Honda: Civic 1988-2005 No VTEC
- 2.1.7. Hyundai, Tiberon 1996-2001
- 2.1.8. Mazda: 323, Protégé, 3s , No V6
- 2.1.9. Saturn: S Series 1991-2002
- 2.1.10. Toyota: Echo 1999-2005, Corolla 1995-2005
- 2.1.11. VW: Golf/Jetta, 1991-2003 Any 4 cyl gas engine.
- 2.1.12. Minimum weight requirements for car will be the registered stock curb eight for that year and model, without driver.

2.2. OTHER MODELS

Other models may be considered, if requests are made to the competition committee.

2.3. NON APPROVED MODELS

- 2.3.1. No all wheel drive or 4 wheel drive.
- 2.3.2. No turbo, or super charged cars.



2.4. Weight Penalty

If a certain model shows a dominance then the Competition Committee reserves the right to add a weight penalty to that model to ensure fair and equal competition. The amount of weight and where it is to be added will be up to the competition committee.

3. SERIES DESCRIPTION

3.1. OFFICIAL NAME

The official name for the series will be Stock Road Racing (SRR) Championship.

3.2. RACE SERIES'

3.2.1. There will be one 15 lap race for SRR class cars.

3.2.2. If there are under eight (8) cars registered for the SRR race then the SRR class cars will race with the GT class cars in the first GT Sprint Race of the day.

3.3. ENTRY FEE

3.3.1. Entry fee for the SRR class race will be \$100

3.3.2. If the SRR class driver wishes to race in the other GT races on race day then he/she would have to pay a total amount equal to what the GT class drivers would pay. (ex: if the cost to race for the day in the GT classes is \$350 then the SRR drivers would need to top up an additional \$250 on top of the \$100 they paid to enter the SRR class)

3.4. MODIFY RACE ARRANGEMENT/DURATION

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

3.5. COMPETITION COMMITTEE

The Competition Committee shall consist of three (3) members:

- 1 – Regional Race Director
- 2 – One non SRR series racer (can be a racer from another class)
- 3 – One SRR series racer



4. SCORING

4.1. POINTS

The scoring in the Series Championship is as follows;

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

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. During a timed race, each competitor must complete a minimum of 50% of the total laps accumulated by the overall winner to be considered a finisher and awarded Championship points.

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

4.2. MINIMUM CLASS ENTRIES

A minimum of three competitors are required to be considered a full class for the SRR race.

4.3. BELOW MINIMUM CLASS ENTRIES

4.3.1. If there is not a minimum of three competitors, points will be awarded as follows;

One competitor – 24 points for a race win.
Two competitors – 27 & 24 points

4.4. RACE WINNER & CHAMPIONSHIP

Each SRR race has an overall winner. Series Championship is awarded to an individual with the most points at the end of the year.



4.5. 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.

5. VEHICAL SAFETY EQUIPMENT

5.1. GENERAL

All vehicles competing in any ARMS sanctioned road racing event shall require minimum installed safety components specified herein. Below is a list of these items;

- Roll cage
- Race seat
- Fire extinguisher
- Kill switch
- Window net
- Driver restraint system

5.2. GENERAL TECHNICAL AND SAFETY PREPARATION PROVISIONS

Additional to the above safety items, all vehicles must conform to section 8

6. ROLLCAGE REQUIREMENTS

6.1. 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. Roll cages may be of two designs, low front hoop (top of steering wheel), or high front hoop (top of windshield). Specific installations are subject to the approval of the Chief Scrutineer at each event. (Refer to appendix A)

6.2. INSIDE DIMENSIONS

The top of main hoop of the roll cage shall be a minimum of 2in above the top of the driver's helmet when the driver is sitting in a normal driving position, or shall be located as near the roof as possible in closed cars. The top of the main hoop shall not be more than 5in behind the back of the driver's



helmet when the driver is sitting in a normal driving position. A straight line drawn from the top of the main hoop to the top of the front hoop shall pass over the driver's helmet.

6.3. OPERATION

The roll cage shall be designed to withstand compression forces resulting from the weight of the car coming down on the roll cage and to take fore/aft and lateral loads resulting from the car skidding along on the roll cage.

6.4. PADDING

Parts of the cage subject to contact with the driver shall be padded with non-resilient material such as Ethafoam or Ensolite or other similar material with a minimum thickness of 1/2in.

6.5. AERODYNAMIC RESTRICTIONS

No portion of the roll cage shall have an aerodynamic effect by creating a vertical thrust.

6.6. ENGINE INTRUSION

Roll cage or chassis design shall prevent engine intrusion into the driver compartment.

6.7. DIMENSIONS AND MATERIALS

The roll cage shall be of seamless DOM or ERW mild steel tubing (SAE 55, 520, 525) or equivalent, or alloy steel tubing (SAE 4125, 4130). It is recommended that mild steel tubing be used as alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel is the responsibility of the Entrant.

Unless otherwise specified herein, the minimum size of tubing to be used shall be as follows: (all dimensions are in inches).

1.750x.095	DOM TUBING
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6.8. ERW TUBING

ERW tubing may be used in the following size only:

1.750x.120	ERW TUBING
1.750x.095	ERW TUBING for cars under 2500lbs (see appendix B for data)



6.9. WEIGHT

For SRR class vehicles weight is not a factor in determining tubing size, as there are only two (2) tubing spec allowed.

6.10. MINUS TOLERANCE

The minus tolerance for wall thickness shall not be more than .01 below the nominal thickness.

6.11. INSPECTION HOLE

An inspection hole of at least 3/16in diameter shall be drilled in a non-critical area of all tubing with a specified dimension, to facilitate verification of wall thickness.

6.12. BENDS

One continuous length of tubing shall be used for the main hoop with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in roll cages (measured at centerline of the tubing) shall not be less than three (3) times the diameter of the tubing,

6.13. MAIN HOOPS

Whenever possible, roll cage hoops should start from the floor of the car and in the case of tube frame construction, be attached to the chassis tubes by means of gussets or sheet metal webs with support tubes beneath the joints to distribute the loads. It is recommended that gussets be used at all joints.

6.14. JOINTS

All joints shall be fully welded. All welding shall be of the highest possible quality with full penetration and shall be done according to A.S.T.M. specifications for the material used. Arc welding, particularly heliarc, should be used whenever possible. Welds should be inspected by magnaflux or dye penetrant after fabrication. Alloy steels shall be normalized after welding.

6.15. BRAZING

Aluminum bronze or silicon bronze welding techniques are permitted, but extreme care shall be used in preparation of parts before welding and in the design of the attaching joints.



6.16. BASIC ROLL CAGE DESIGN

- 6.16.1. Cars shall have full width roll cages either removable or welded to the car. Roll cages shall be contained within the Driver/passenger compartment.
- 6.16.2. Removable roll cages shall be very carefully designed and constructed to be at least as strong as a welded installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom on the permanent mounting, and at least two 3/8in diameter SAE grade 5 bolts shall be used to secure the joint. The telescope section shall be at least 8in in length.
- 6.16.3. The main hoop shall extend the full width of the driver/passenger compartment.
- 6.16.4. The front and side hoops shall follow the line of the front pillars to the top of the windshield as close to the roof as possible then horizontally to the main hoop. A tube shall connect these two hoops over the top of the windshield.
- 6.16.5. Alternatively a front hoop following the lines of the front pillars and connected to the main hoop on each side at the top may be used.
- 6.16.6. Open cars without full windshields may have a low front hoop.
- 6.16.7. The main hoop shall have two braces of tubing extending to the rear attaching to the frame or chassis. This bracing shall be attached as near as practical to the top of the main hoop, no more than 6in below the top, and at an included angle of at least 30 degrees. The main hoop shall have a diagonal brace to prevent lateral distortion.
- 6.16.8. A horizontal lateral tube connecting the right and left legs of the main hoop, as close to the floor of the car as possible, is highly recommended.
- 6.16.9. A horizontal lateral under dash tube connecting the right and left legs of the front hoop is highly recommended.
- 6.16.10. A lateral tube, shaped over the tunnel, connecting the bottom of the right and left legs of the front hoop is highly recommended. A vertical tube may be installed between the under dash tube and this tube to strengthen the shaped section over the tunnel.
- 6.16.11. Two horizontal tubes, or one horizontal tube and one angled tube, or a fully gusseted "X" brace, connecting the front and main hoops across the driver's door are mandatory. Vertical tubes in this structure are highly recommended. Gussets shall be a minimum of 2 inches on the shortest side and made of plate steel twice the thickness of the tube wall, or formed from tubing of the same thickness and diameter as the cage, split and formed into gussets, or formed to a shape similar to the split tube from sheet steel the same thickness as the roll cage tubing. All gussets shall be fully welded all around.
- 6.16.12. One or more horizontal tubes or one diagonal tube connecting the front and main hoops across the passenger door are mandatory.
- 6.16.13. Interior door panels may be altered, replaced or removed to allow for installation of side protection tubes or NASCAR-style door bars. Where door panels are removed, all sharp edges or projections shall be protected.
- 6.16.14. If NASCAR-style door bars are installed, they should be constructed in the following manner: They should be constructed of several horizontal tubes attached to the main and front hoop, angled out into the door cavity as far as possible, spaced equally at intervals no more than



15 cm centre to 5.19 centre, with the top tube no lower than 1/3 of the height from floor to roof, but at no time higher than the top of the dashboard. Vertical tubes should be inserted between these tubes at equal intervals no greater than 30 cm centre to centre. A straight tube should be placed as close to the floor as possible but allowing the vertical tubes to connect from this tube to the lowest tube angling into the door.

- 6.16.15. The two lateral tubes should be installed when a NASCAR-style door bar assembly is used.
- 6.16.16. All tubing shall be the same size as that which is specified for the weight of the car.
- 6.16.17. Mounting plates shall be no thinner than 1/8in and no thicker than 3/16in with no single edge longer than 6in and with back-up plates of equal size and thickness on the opposite side of the panel with the plates through-bolted together using a minimum of three bolts per mounting plate. The minimum acceptable bolts shall be SAE Grade 5 of 3/8in diameter. Mounting plates may be welded to the car. Wherever possible the mounting plate should be shaped to and welded to a vertical portion of the car.
- 6.16.18. Mounting plates shall not penetrate the firewall at any point. When the roll cage is attached to the floor, no contact plate on the car shall measure less than 20 sq. in on any given plane.
- 6.16.19. On specific models of cars where the floor construction will not permit a contact plate of this minimum area to be installed application shall be made to ARMS for a waiver to this rule. This will be noted in the car logbook.
- 6.16.20. Seat backs shall be securely mounted and fastened. In order to provide secure seat back fastening, a section of tubing equal to the roll cage tubing shall be installed horizontally from the main hoop upright to the diagonal brace. This tube shall be no higher than shoulder height.

6.17. ALTERNATIVE ROLL CAGE DESIGNS

The scrutineer may accept roll cages not complying with these specifications provided that the entrant can produce a certificate complying with the following requirements:

6.18. LOAD CERTIFICATION

The certificate shall prove that the construction is capable of withstanding three simultaneously applied loads, the induced loads being carried over into the primary structure.

1.5 (x) laterally

5.5 (x) longitudinally in either direction

7.5 (x) vertically

(x) shall be the weight of the car in starting order with the driver aboard and full fuel tanks.



6.19. ILLUSTRATION

The certificate shall be accompanied by a drawing or photograph of the roll cage and shall be signed by a Professional Engineer or other qualified technical person recognized by ARMS.

6.20. COMPOSITES

Safety structures of composite materials shall be recognized on an individual basis by ARMS.

6.21. INCREASING ROLL CAGE HEIGHT

6.21.1. The following procedure is approved for increasing the height of existing roll cages not meeting the 2 inch helmet clearance requirement:

6.21.2. The old main hoop shall be cut off near the chassis mounting and either a new main hoop of equal tube size or a section of equal sized tubing may be added. Inner tubing shall be used to mate all sections together. All braces shall be a minimum distance of 6in from the top of the hoop. The inner tubes shall be rosette welded at three points near the top and three points near the bottom. Refer to appendix A.

7. FUEL AND FUEL CELLS/TANKS

7.1. PERMITTED FUELS

All cars shall run on gasoline produced by a recognized commercial manufacturer unless otherwise specified by class, series or supplementary regulations.

7.2. ADDITIVES

The addition of compounds containing nitrogen and/or oxygen is prohibited.

NOTE: Competitors are advised that some chemicals used as fuel additives are classified as probable or suspected human carcinogens, or have been implicated in several deaths. These chemicals are propylene oxide, ethylene oxide and para-dioxane, also known as 1.4 dioxane.

7.3. FUEL CELLS/TANKS

7.3.1.A fuel cell is defined as consisting of an inner bladder/tank, manufactured to FIA FT3 specifications, or better, approved fuel cell foam and a metal container as specified herein.

7.3.2.Fuel tank is defined as consisting of a cross-linked polymer tank intended for use as a fuel tank in a race car, approved fuel cell foam and a metal container as specified herein.



7.4. SRR REQUIREMENTS

7.4.1 Cars built from a production road car, model year 1982 or later, may use a fuel cell/tank as specified above, or, if a minimum of 30 cm of the original structure surrounding the stock Fuel tank is retained and this structure is welded to the adjacent tubular steel replacement frame members, the stock tank may be used. Fuel cell foam may be added to the stock tank.

7.4.2 Production Showroom Stock cars as well as production road cars regardless of class may retain their original gas tank providing;

no modifications to the original gas tank assembly are performed;

no modifications to the original floor assembly surrounding the gas tank are performed;

gas tank assembly is in good mechanical repair;

and approval from ARMS Official Technical Scrutineer.

7.4.3 All race cars that complete a lap at Atlantic Motor Sport Park in a time of 1:16.999 (or faster) should include a fuel cell/tank as defined above.

7.4.4 It is highly recommended that all race cars have a fuel cell/tank as defined above.

7.5. SIZE, NUMBER AND CAPACITY

7.5.1. The dimensions and capacity of fuel cells are free unless otherwise specified by class, series or supplementary regulations.

7.5.2. The installation of more than one fuel cell is permitted.

7.6. LOCATION

7.6.1 Fuel cells shall be installed as close as possible to the location of the standard tank(s), except when safety considerations, dimensional limitations, or other factors make this impractical, impossible or undesirable.

7.6.2 Fuel cells shall not be located in the driver/passenger compartment.

7.6.3 Fuel cells shall be installed not less than 15cm (6in) from the ground unless enclosed within the bodywork or chassis.

7.6.4 A metal bulkhead shall separate the driver/front passenger compartment from the compartment containing the fuel cell. This includes fuel cells that are flush mounted with driver/passenger compartment panels or otherwise exposed to the driver/passenger compartment.



7.7. DESIGN DETAILS AND MATERIAL SPECIFICATIONS

7.7.1. BLADDERS

Bladders shall be manufactured to FIA FT3 specifications, or better. Foam internal baffling is required.

7.7.2. CONTAINERS

Bladders shall be installed in containers fully surrounding the bladder, constructed of 0.036-inch thick steel or .059in thick aluminum. All seams of this container shall be securely fastened.

In Sports Racing Cars the containers may form part of the structure of the bodywork of the car.

In Closed Wheel cars internal body panels may be modified to accommodate the installation of fuel cells provided such modifications serve no other purpose.

7.7.3. FITTINGS

All fittings shall be built into the bladder and bonded and cured as an integral part of the bladder.

7.7.4. FILLER CAPS AND VENTS

7.7.4.1. A positive locking fuel filler cap (no Monza/flip type) shall be used. Fuel pickup openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.

7.7.4.2. If the fuel filler cap is located directly on the fuel cell, a check valve is not required, provided the filler cap is a positive locking type and does not use an unchecked breather opening. If the filler cap is not located on the fuel cell, a check valve must be installed on the fuel cell to prevent fuel from escaping if the cap and filler neck are torn from the tank.

7.7.4.3. Fuel cell breathers shall vent outside the car. The cell need not incorporate a drain fitting. It is recommended that all lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel cell.

8. GENERAL TECHNICAL AND SAFETY PREPARATION PROVISIONS

8.1. GENERAL

8.1.1. To compete in a ARMS sanctioned event; Cars shall comply with the GCR and with these SRR Class Regulations and Specifications.

8.1.2. FIA homologated Cars will be dealt with on a case by case basis. Homologation papers shall be presented by the entrant/driver when the car is scrutineered.



8.1.3. It is the responsibility of entrants/drivers to follow the manufacturer's recommendations for all safety equipment.

8.1.4. Modifications not specifically stated as being allowed by these rules are not allowed. If there is a question about a modification please consult the Competition Committee and or the Regional Chief Scrutineer before making said modification.

8.2. 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.

8.3. NUMBERS, MARKINGS AND ADVERTISING

8.3.1. Cars shall carry identification numbers and class letters, or other marks required by the Regulations.

8.3.2. 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.

8.3.3. Numbers shall be placed on the front, rear, and on the driver's and passenger's doors.

8.3.4. These numbers shall be clearly visible to the timing tower of the circuit at which the competition is taking place.

8.3.5. Front and side numbers shall be no less than 250mm (10in.) high with a 50mm (2in.) stroke.

8.3.6. Rear numbers shall be no less than 150mm (6in) high with a 38mm (1 ½in) stroke.

8.3.7. The distance between the digits shall be no less than the stroke of the digits.

8.3.8. A clear space shall be left around all numbers no less than 65mm (2.5in.) wide.

8.3.9. Class letters shall be no less than 100mm (4in.) high with a 13mm (1/2in.) stroke.

8.3.10. 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.

8.4. ARMS 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.

8.5. ADVERTISING

Advertising, names and symbols may be displayed on cars provided they are in good taste and do not interfere with identification marks.



8.6. DRIVER RESTRAINT SYSTEMS

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

8.6.1.FIA/ISO Standard No. 8853/98 or 8854/98,

8.6.2.SFI Spec 16.1, or SFI Spec 16.5

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

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

8.6.5.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. HANS specific shoulder straps are permitted, but only when used in conjunction with a HANS device.

8.6.6.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.

8.6.7.TYPES OF SHOULDER STRAPS

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

8.6.8.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.

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

8.6.9.FUNCTION

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

8.6.10. 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.

8.6.11. VALIDITY

- 8.6.11.1. All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/98 or 8854/98.
- 8.6.11.2. 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.
- 8.6.11.3. 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.
- 8.6.11.4. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

8.7. WINDOW NETS

- 8.7.1. Window safety nets shall be installed on the Driver's side window of closed Cars. (See Appendix 'C').
- 8.7.2. The window net shall be equipped with a quick-release device. If attached to the door rather than a roll cage, the door shall be pinned shut. The material of window nets shall be of an approved fire resistant material.
 - 8.7.2.1. Window nets, which bear an "SFI Spec 27.1 Label", (or better) are required.
- 8.7.3. Window nets do not require an expiry date. If a window net has had a long exposure to UV sunlight and has deteriorated it shall be replaced.

8.8. CIRCUIT BREAKER (KILL SWITCH)

- 8.8.1. Cars shall be equipped with a general circuit breaker easily accessible from outside the car. This circuit breaker will cut all electrical circuits (ignition, fuel pumps, lights, alternator, etc.) but shall not affect the operation of an on-board fire extinguisher.
- 8.8.2. Location of the circuit breaker shall be clearly marked by the official international marking – a red spark in a white-edged blue triangle and shall be mounted in the following standard locations. The OFF position shall be clearly indicated at the master switch location.
- 8.8.3. In front of the windshield on either the cowl or fender but close enough to the windshield to be accessible if the car is overturned. Alternatively it may be mounted on a bracket attached by welding or clamps to the roll cage, easily accessible through the driver's side open window. Drilling holes in the roll cage for this purpose is prohibited.



8.9. SCATTERSHIELDS

The installation of scattershields or explosion-proof bell housings is recommended where the failure of the clutch or flywheel could create a hazard to the driver.

8.10. DRIVESHAFT LOOPS

A minimum of 2 steel 360 degree loops per driveshaft section shall be installed of sufficient strength to prevent the driveshaft(s) from contacting the ground or injuring the driver in the event of shaft and/or U-joint failure. These loops shall be located as close as practical to each end of the driveshaft section(s).

8.11. FIRE EXTINGUISHER SYSTEMS

8.11.1. All SRR race cars shall be equipped with an on-board fire system or a hand held fire extinguisher as specified herein.

8.11.2. It is highly recommended that all race cars be equipped with an on-board fire system.

8.11.3. On-Board Fire System Requirements

8.11.4. Cars registered after 1/1/09 shall comply with the following on-board fire system requirements:

8.11.4.1. Systems certified to SFI specification 17.1

8.11.4.2. Those listed by the FIA on Technical List No. 16

8.11.5. The following information must be visible of the unit:

8.11.6. Certification label

8.11.7. Capacity

8.11.8. Type of extinguishing agent

8.11.9. Weight, or volume, of the extinguishing agent

8.11.10. Hand-Held Fire Extinguisher Requirements

8.11.10.1. The following are acceptable for all the SRR:

8.11.10.1.1. Halon 1301 or 1211, two (2) pound minimum capacity by weight.

8.11.10.1.2. Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 5 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) recommended, 1A5BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.

8.11.10.1.3. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type.



8.12. BODYWORK

All major body components such as front and rear hoods, fenders, doors and wind shield shall be maintained in normal position throughout competition.

8.13. FENDERS

8.13.1. Fenders shall be securely mounted. Fender skirts and hubcaps shall be removed.

8.13.2. In order to provide clearance for wheels, tires and the installation of brake and oil cooler ducting, the interior of the fenders may be altered, except for the removal of panels separating the wheel wells from the engine, passenger, and/or luggage compartments.

8.13.3. The inner fender panels may be replaced with a panel of the same material and thickness as the original, provided that the replacement provides the required separation.

8.14. MIRRORS

Mirrors shall provide driver visibility to the rear and both sides of the car.

8.15. DETACHABLE PANELS

Detachable hardtops, panels and detachable doors (e.g., Lotus 7 doors) shall be removed or be permanently attached in a manner requiring tools for removal.

8.16. HOOD

The hood and all parts in the engine compartment shall be securely fastened.

8.17. NOSE COVERS

Hood/nose covers, "bras", are prohibited.

8.18. SUNROOFS

Sunroofs are permitted. The inside and outside of glass shall be taped. If there is an interior cover installed, it shall be securely closed at all times. Sheet metal may be used to cover the exterior glass instead of tape, provided the metal is properly secured.

8.19. T-BAR ROOFS

T-Bar roofs shall be removed and replaced with metal of the exact shape and dimension as the original pieces.



8.20. PASSENGER COMPARTMENT

SRR cars shall have a metal bulkhead separating the driver/passenger compartment from the compartment(s) containing the fuel cell/tank and the engine.

8.21. WINDOWS

8.21.1. 8.21.1 Windows shall be clear and uncolored.

8.21.2. All window glass must remain in place. Except for the driver's door window if it needs to be removed in order to clear door bars on drivers door.

8.22. WINDSHIELDS

Cracked windshields need not be replaced providing that visibility is not impeded. Severely broken glass and/or "spidered webbed" cracked glass shall be replaced.

8.23. TIRES AND WHEELS

8.23.1. SRR class Spec tire will be (TBA)

8.23.2. Wheels may be aluminum or steel

8.23.3. Wheels may increase in size by one (1) inch in both diameter and width

8.23.4. Tires must be flush with the wheel well measuring straight down at the center of the wheel opening.

8.24. LIGHTS

8.24.1. HEADLIGHTS & MARKER LIGHTS

8.24.1.1. 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. Headlight openings (holes) may be fabricated into the headlight panel. The resulting hole shall be covered by a mesh of ½"x½" (or smaller).

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

8.24.2. BRAKE LIGHTS & TAIL LIGHTS

8.24.2.1. 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.

8.24.2.2. Operating tail lights are not required.



8.25. BRAKES AND SUSPENSION

- 8.25.1. Brakes shall be pedal-operated, working on each wheel. Cars shall have a dual circuit braking system operated by a single control so that effective braking is maintained on at least two wheels.
- 8.25.2. ABS must be removed and/or disabled.
- 8.25.3. Brake pads and shoes will be free but calipers, lines, rotors, drums and all other parts must remain stock or stock style aftermarket replacement.
- 8.25.4. Suspension must be stock as supplied from the manufacturer.
- 8.25.5. Suspension bushings may be upgraded.
- 8.25.6. Sway bars must remain stock as supplied by the manufacturer.
- 8.25.7. No updating or back dating of sway bars between models or makes.
- 8.25.8. No addition of sway bars if they did not come stock on the vehicle.
- 8.25.9. Ride height will be determined from the engine cross member and must be a minimum of six (6) inches above the ground.

8.26. ENGINE, TRANSMISSION AND REAR END

- 8.26.1. Engines and Transmissions must be stock as supplied by the manufacturer.
- 8.26.2. No updating or back dating of engines or transmissions between models or makes without prior approval of the competition committee
- 8.26.3. An air filter must be used but material is free.
- 8.26.4. An unmodified stock breather assembly must be used.
- 8.26.5. No welded, limited slip or locking type differentials allowed.

8.27. THROTTLE SPRINGS

A minimum of two throttle return springs are required on carbureted engines.

8.28. EXHAUST

8.28.1. CATALYTIC CONVERTERS

Catalytic converters must be retained.

8.28.2. MUFFLER

A muffler must be used



8.28.3. EXHAUST PIPE EXIT

The exhaust pipe shall not exit in the fuel filler area.

8.28.4. EXHAUST SYSTEM TERMINATION

Exhaust systems shall be directed away from the body and shall terminate at or aft of the equidistant point between front and rear hubs.

8.28.5. EXHAUST PIPE SIZE

Exhaust pipe must be OEM size as shipped from the manufacturer

8.29. STARTERS

Cars shall be fitted with a self-starter capable of being operated by the driver sitting in the normal driving position.

8.30. BATTERIES

8.30.1. Battery location is free within the bodywork. Flooded lead acid type batteries located in the driver/passenger compartment shall be in a nonconductive marine-type container or equivalent. The hot terminal shall be insulated.

8.30.2. All batteries shall be attached securely to the frame or chassis structure, independent of the marine type container.

8.31. OIL ACCUMULATORS

Accumulators (e.g. Accusumps) may be installed. Location is free. They shall be securely mounted within the bodywork.

8.32. FUEL CAPS, LINES AND VENTS, OIL LINES, WATER LINES

8.32.1. LEAKAGE

8.32.2. No leakage of any fluid shall be allowed.

8.32.3. DRIVER/PASSENGER COMPARTMENT PLUMBING

All fuel and oil lines, including gauge and vent lines that pass into or through the driver/passenger compartment shall be of steel tube or metal braided hose (e.g. 'Aeroquip').

8.32.4. FILLER CAP

A positive locking fuel filler cap shall be used and fuel pick-up openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. If the fuel filler cap is located directly on the fuel tank, a check valve shall not



be required provided the filler cap is of a positive locking type and does not incorporate an unchecked breather opening.

8.32.5. FUEL TANK AIR VENTS

8.32.5.1. Fuel tank air vents shall vent outside the car and shall not be vented through the roll cage structure.

8.32.6. LOCATION OF FITTINGS & LINES

It is recommended that all fuel lines, filler openings, and vents be incorporated in a single fitting located at the top of the fuel tank. No oil or fuel line located to the rear of the transverse engine compartment firewall shall be located in a compartment or otherwise restricted area which also contains any component of the exhaust system.

8.32.7. HEADER TANKS

Header tanks located in the driver/passenger compartment shall be shielded.

8.32.8. WATER LINES

Water lines passing through the driver/passenger compartment shall be shielded or be of metal braided hose.

8.32.9. CATCH TANKS AND BREATHERS

8.32.9.1. All engine crankcase breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks.

8.32.9.2. Minimum catch tank capacity shall be one litre each for the engine and transmission/transaxle.

8.32.9.3. If a single catch tank is used for both the engine and the transmission/ transaxle, the minimum capacity shall be two litres.

8.32.9.4. Oil catch tanks shall not be mounted in the driver/ passenger compartment. Dry sump system oil holding tanks may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage.

8.32.9.5. Crankcase vacuum breathers that pass through the oil catch tank(s) to exhaust systems or vacuum devices that connect directly to exhaust systems are prohibited.

8.33. DRIVERS SEAT

8.33.1. The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. In cars where the seat is upright 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. Bulkheads, firewalls, rear decks or similar structures of suitable strength may be used as a substitute for the main roll hoop or cross bracing to provide the required seat back support.

8.33.2. Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have the seat back attached to the roll structure. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc). Passenger seat back - if a folding seat, it shall be securely bolted or strapped in place.



8.33.3. 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.

8.33.4. The head rest on non-integral seats shall have a minimum area of thirty-six (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.

8.33.5. Plastic seats are prohibited.

8.34. STEERING WHEEL MATERIALS AND LOCKS

8.34.1. Wood rim steering wheels are prohibited.

8.34.2. Steering wheel lock devices shall be removed.

8.35. ANCILLARY MOTORING EQUIPMENT

Hubcaps, wheel trims, spare tires, jacks, tool kits and floor mats shall be removed.

8.36. PASSENGER SEATS AND INTERIOR TRIM

8.36.1. Front passenger seat, rear seat back, rear seat bottom cushion(s), sun visors, seat belts and their attaching hardware and bracketry may be removed. In any automobile where allowed removal of rear seats, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, fuel cell, or part thereof, a metal bulkhead which completely fills such opening shall be installed.

8.36.2. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Sound deadening (melt sheets) and undercoating may be removed.

8.36.3. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

8.36.4. It is recommended that interior trim, carpets, panels, headliner, stock seatbelts, and passenger seats are removed.

8.37. INTERIOR DOOR PANELS

Interior door panels may be altered, replaced or removed to facilitate the installation of multiple sidebars (driver intrusion protection). When interior door panels are removed, all sharp edges or



projections shall be protected. If the door glass is retained, any openings in the door panel must be covered by sheet aluminum.

8.38. VENTILATION AND ACCESS

SRR vehicles shall run with the driver front door window fully open. They shall be constructed to allow rapid egress on both sides of the vehicle. When either door is permanently in the closed position, the window in that door shall be easily opened or removed from both the interior and exterior of the vehicle without tools.

8.39. FIREWALL AND FLOOR

Firewall and floor shall prevent the passage of flame and debris to the driver's compartment. Belly pans shall be vented to prevent the accumulation of liquids.

8.40. AIR BAGS

Air bags shall be removed and or deactivated.

8.41. CRUISE CONTROLS

Cruise controls shall be deactivated

8.42. RADIO COMMUNICATION AND TELEMETRY

8.42.1. TELEMETRIC SIGNALS

8.42.2. Excepting the receiving of standard broadcast radio signals, telemetric signals transmitted from or received by cars during an on track session are prohibited, unless prior written consent is received from ARMS.

8.42.3. ALLOWABLE COMMUNICATIONS

Two-way voice communications is permitted between driver and crew, when allowed by series regulations. In car voice communication between drivers is not permitted.

8.42.4. RADIO COMMUNICATIONS

Radio communication systems used by competitors shall not interfere with race control or any other race emergency radio networks. Competitors shall inform the Clerk of the Course of radio frequencies to be used prior to competition.

8.42.5. MAGNETICALLY MOUNTED ANTENNAS

Magnetically mounted antennas shall be additionally secured with tape.



8.42.6. OEM ANTENNAS

External original equipment antennas shall be removed, or if retractable, shall be fully retracted.

8.43. TOW HOOKS

8.43.1. All cars without an exposed roll bar shall have a towing eye, hook or strap, front and rear, that does not dangerously protrude from the bodywork when a car is racing, to be used for hauling the car.

8.43.2. These towing eyes or straps shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eye minimum ID shall be two (2) inches.

8.44. SOUND LEVELS

The recommended acceptable level is 98 dBA.

8.45. ANTIFREEZE

8.45.1. The use of antifreeze (glycol) is prohibited.

8.45.2. Water Wetter (or equivalent) used as a replacement of antifreeze is highly recommended.

8.46. TIMING TRANSPONDERS

Transponders compatible with the ARMS MyLaps System are mandatory.

8.47. DRAIN PLUGS

All vehicles must have their engine, transmission, and differential drain plugs secured in such a manner as to prevent accidental spillage on the track. Safety wiring or applying silicone are suggested as appropriate methods of securing plugs.

8.48. REPLACEMENT PARTS

8.48.1. Other than those parts specifically allowed by these rules, no component or part normally found on a stock vehicle, as supplied from the manufacture, may be disabled, altered or removed.

8.48.2. Stock replacement parts may be obtained from sources other than the OEM manufacturer provided they are an exact direct replacement for the original part.

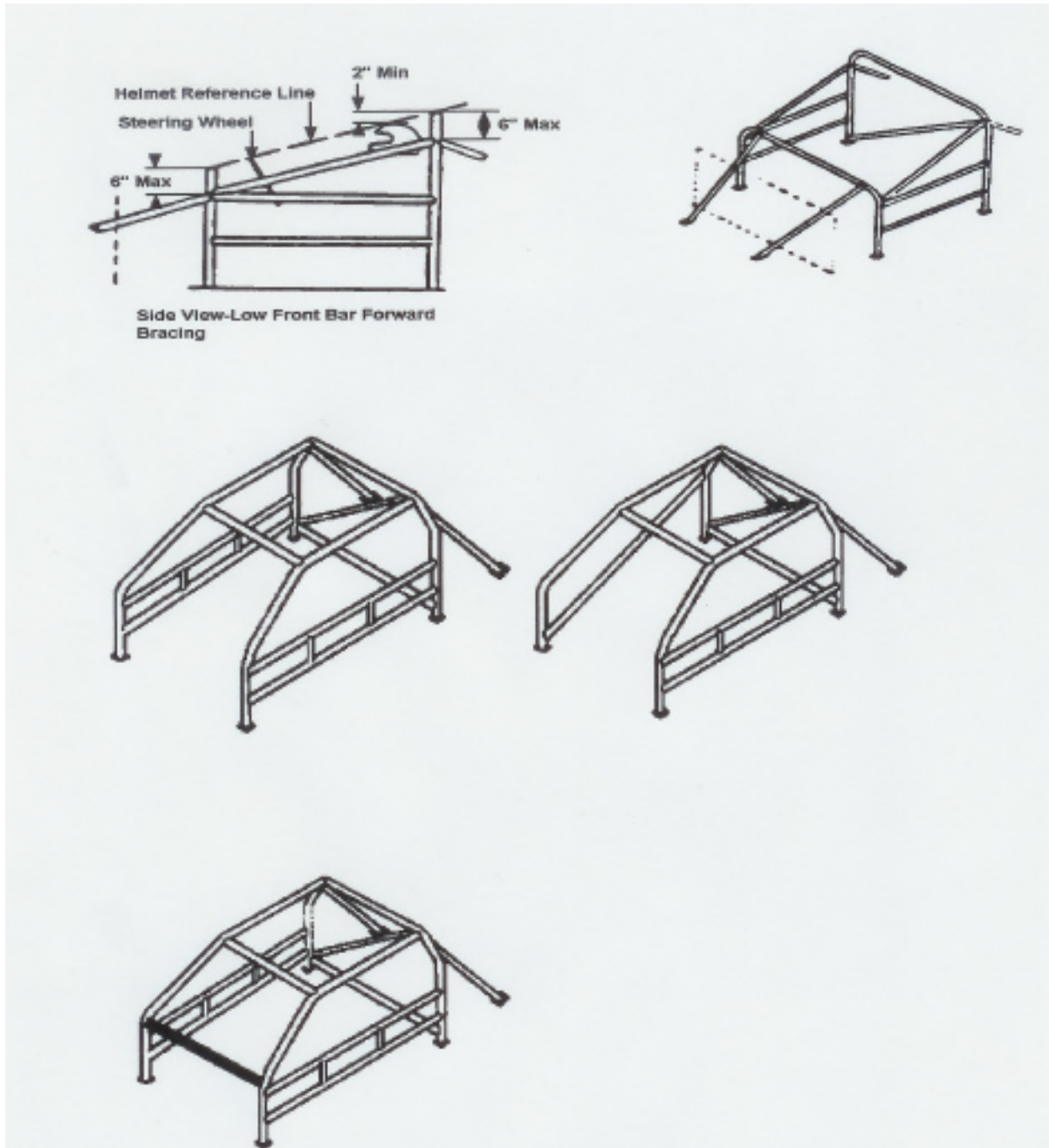
8.49. SHOP MAMUAL

All drivers must present a shop manual, for their car, at tech inspection.

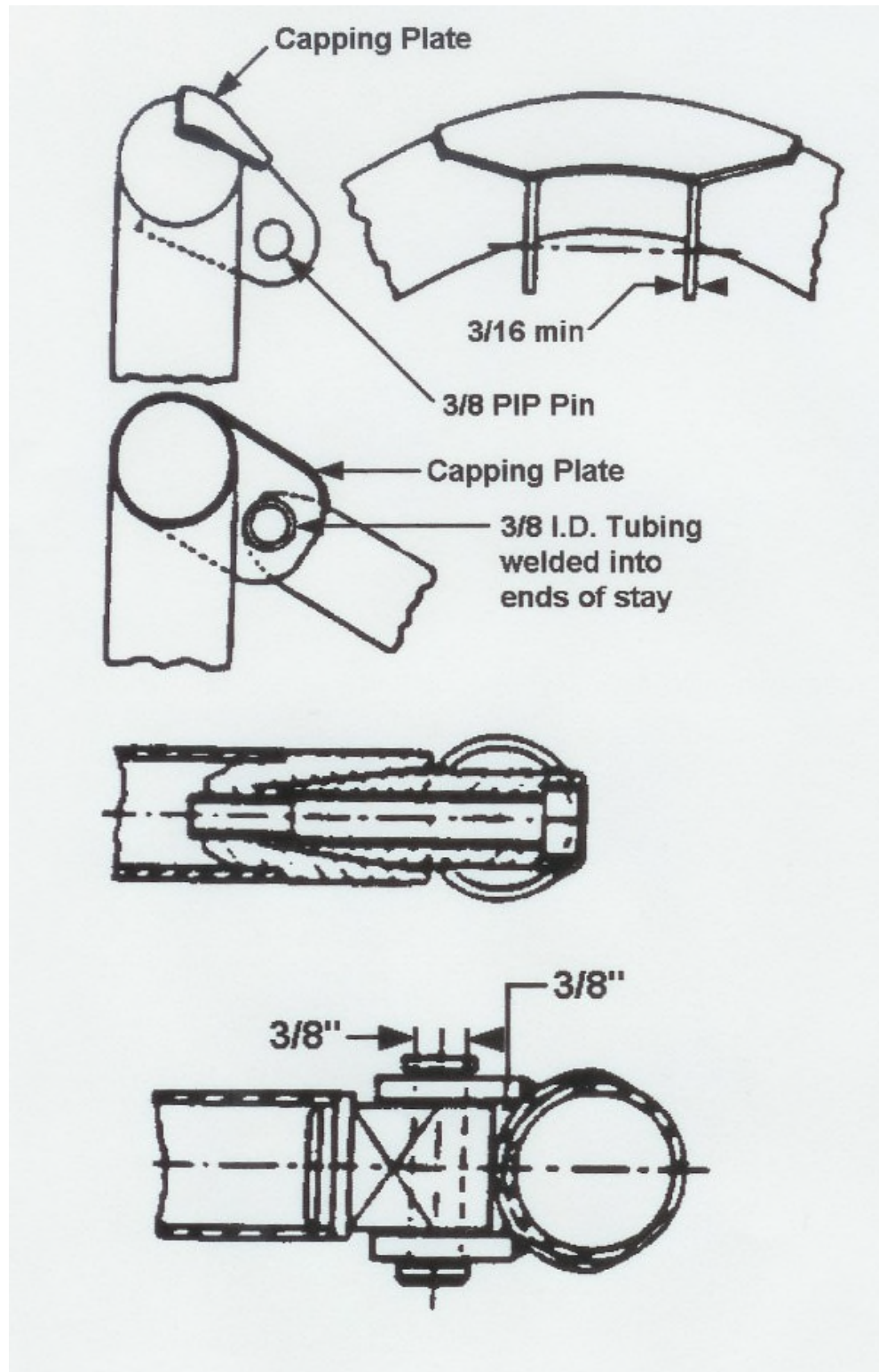


APPENDIX 'A' – ROLL CAGE DETAILS

TYPICAL ROLL CAGE DETAILS



TYPICAL REMOVABLE BAR DETAILS



1.



APPENDIX 'B' – TUBE STEEL STRENGTH CALCULATIONS

1.75" x .120"	1.75" x .095"	1.625" x .134"	1.50" x .120"	1.50" x .095"																																								
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$S = \frac{\pi (d^4 - d1^4)}{32d}$	$S = \frac{\pi (d^4 - d1^4)}{32d}$	$S = \frac{\pi (d^4 - d1^4)}{32d}$	$S = \frac{\pi (d^4 - d1^4)}{32d}$	$S = \frac{\pi (d^4 - d1^4)}{32d}$																																								
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$S = 0.234 \text{ in}^3$	$S = 0.194 \text{ in}^3$	$S = 0.216 \text{ in}^3$	$S = 0.166 \text{ in}^3$	$S = 0.139 \text{ in}^3$																																								
$I = \frac{\pi (d^4 - d1^4)}{64}$	$I = \frac{\pi (d^4 - d1^4)}{64}$	$I = \frac{\pi (d^4 - d1^4)}{64}$	$I = \frac{\pi (d^4 - d1^4)}{64}$	$I = \frac{\pi (d^4 - d1^4)}{64}$																																								
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$I = 0.205 \text{ in}^4$	$I = 0.169 \text{ in}^4$	$I = 0.176 \text{ in}^4$	$I = 0.125 \text{ in}^4$	$I = 0.104 \text{ in}^4$																																								
<table border="1"><tr><td>A = 2.40 in²</td><td>136%</td></tr><tr><td>S = 0.234 in³</td><td>168%</td></tr><tr><td>I = 0.205 in⁴</td><td>197%</td></tr><tr><td>overall average</td><td>183%</td></tr></table>	A = 2.40 in ²	136%	S = 0.234 in ³	168%	I = 0.205 in ⁴	197%	overall average	183%	<table border="1"><tr><td>A = 2.40 in²</td><td>136%</td></tr><tr><td>S = 0.194 in³</td><td>140%</td></tr><tr><td>I = 0.169 in⁴</td><td>163%</td></tr><tr><td>overall average</td><td>152%</td></tr></table>	A = 2.40 in ²	136%	S = 0.194 in ³	140%	I = 0.169 in ⁴	163%	overall average	152%	<table border="1"><tr><td>A = 2.07 in²</td><td>117%</td></tr><tr><td>S = 0.216 in³</td><td>155%</td></tr><tr><td>I = 0.176 in⁴</td><td>169%</td></tr><tr><td>overall average</td><td>162%</td></tr></table>	A = 2.07 in ²	117%	S = 0.216 in ³	155%	I = 0.176 in ⁴	169%	overall average	162%	<table border="1"><tr><td>A = 1.77 in²</td><td>100%</td></tr><tr><td>S = 0.166 in³</td><td>119%</td></tr><tr><td>I = 0.125 in⁴</td><td>120%</td></tr><tr><td>overall average</td><td>120%</td></tr></table>	A = 1.77 in ²	100%	S = 0.166 in ³	119%	I = 0.125 in ⁴	120%	overall average	120%	<table border="1"><tr><td>A = 1.77 in²</td><td>100%</td></tr><tr><td>S = 0.139 in³</td><td>100%</td></tr><tr><td>I = 0.104 in⁴</td><td>100%</td></tr><tr><td>base average</td><td>100%</td></tr></table>	A = 1.77 in ²	100%	S = 0.139 in ³	100%	I = 0.104 in ⁴	100%	base average	100%
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A=AREA, I=MOMENT OF INERTIA, S=SECTION MODULUS

NOTE; MATHEMATICALLY, IT IS NOT PRACTICAL TO AVERAGE S & I TOGETHER TO GET AN OVERALL STRENGTH AVERAGE BETWEEN THESE TUBES. HOWEVER, IN THIS EXAMPLE THE AVERAGE REPRESENTS A RELATIVE APPROXIMATE STRENGTH PERCENTAGE OF THE TUBES COMPARED TO THE SMALLEST TUBE. SUMMARY; GREATER OVERALL DIAMETER OF TUBE IS MUCH MORE IMPORTANT (STRONGER) THAN SIMPLY ADDING A GREATER WALL THICKNESS TO A SMALLER TUBE. BRUCE MCNUTT – OCT. 5, 2011

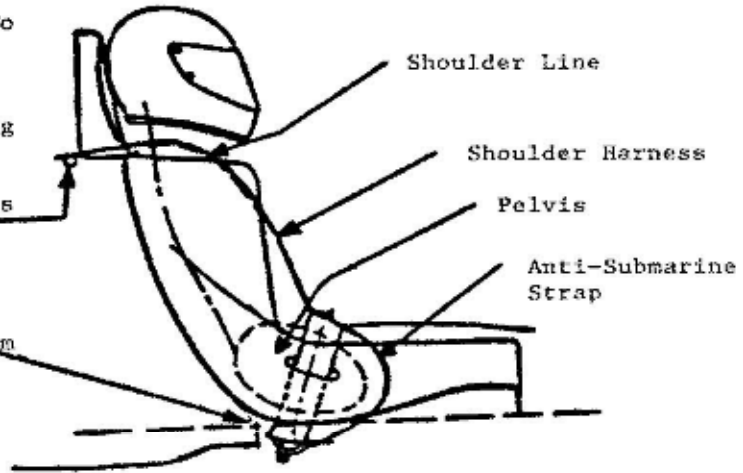


APPENDIX 'C' – DRIVER RESTRAINT SYSTEM DETAILS

Shoulder Harness
Should Be Installed
90° To Spine At
Shoulder Line To
Minimise
Compression
Injuries Under
High "G" Loading

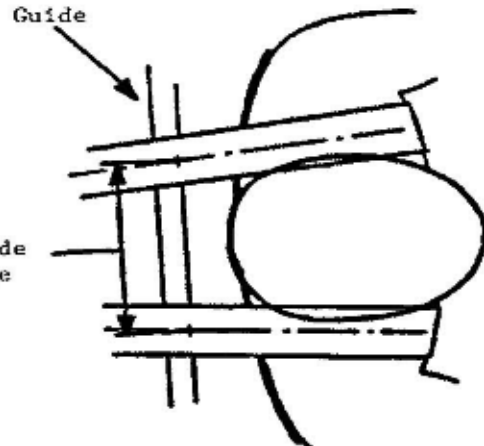
Shoulder Harness
Guide
Or Anchorage

Seat Back/Bottom
Junction

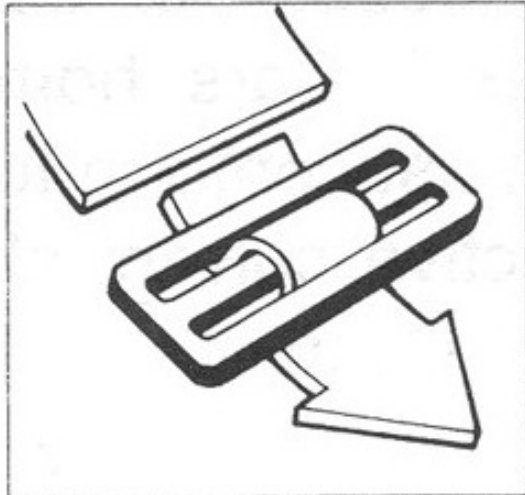


3.0 Min/Max To Centerline
Of Lap Belt At Seat Back
Seat Bottom Junction
Lap Belt Should Continue
In Straight Line To Anchorage

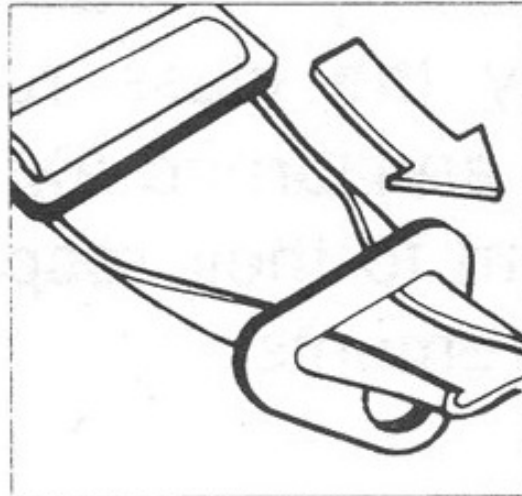
4-6" At Guide
Or Anchorage



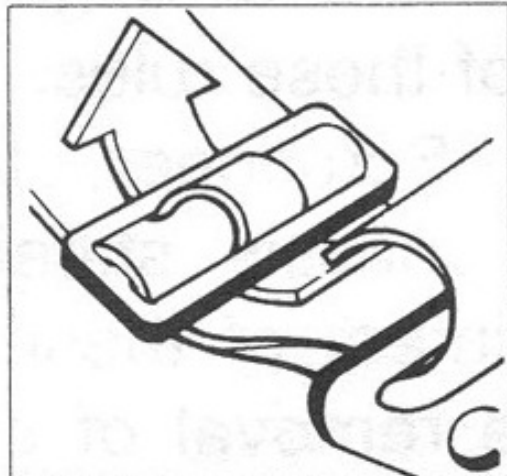
Typical Harness Threading Diagram



STEP 1: Insert strap through tightening buckle



STEP 2: Pull strap to 8"-10" beyond buckle, fold edges and insert into mounting bracket



STEP 3: Fold back strap and re-insert through buckle as shown.



STEP 4: Fold back strap again and insert through bottom portion of buckle.

APPENDIX 'D' – WINDOW NET DETAILS

