



REGIONAL ROAD RACING GENERAL COMPETITION RULES

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These Regional Road Racing General Competition Rules 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 Regional Road Racing General Competition Rules 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 behavior 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 endeavor 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 behavior 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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The following are new or greatly re organized as of January 1, 2015

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Appendix E

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Appendix G



ARMS REGIONAL ROAD RACING GENERAL COMPETIRION RULES

1.0 ARMS REGIONAL RACE CHAMPIONSHIPS

1.1 Official Name

The official name for ARMS REGIONAL ROAD RACE CHAMPIONSHIPS shall be known as TRAC (The Road-racers of Atlantic Canada) Championships.

1.2 Race Series

There are four racing series' that fall under TRAC (ARMS REGIONAL ROAD RACE CHAMPIONSHIPS). Each of these race series are competed during the race day.

1.2.3 STOCK ROAD RACE CHAMPIONSHIP (SRR)

1.2.3.1 - one 15 lap race if there are 8 vehicles registered (if less than 8 vehicles the SRR class will race in the first GT Sprint race of the day)

1.2.4 SPEC MIATA CHAMPIONSHIP (SM)

1.2.4.1 – three 15 lap races if there are 3 vehicles registered (if less than 3 vehicles the SM class will race in the GT Sprint and Unlimited races of the day)

1.2.4.2 – Atlantic Challenge Endurance Series – 1 hour Endurance Race (see 1.2.5.2-c for details)

1.2.5 SEDAN GRAND TOURING CHAMPIONSHIPS (GT)

1.2.5.1 The following car classes will compete for the Sedan GT Championships

- a) – GT1
- b) – GT2
- c) – GT3
- d) – GT4
- e) – GT5
- f) – GT6

1.2.5.2 All Sedan competitors may compete in any, or all of these events. Each series/class champion is determined by the competitor with the highest points in his/her class. These race series are listed below;

- a) GT Sprint A Series – 15 lap sprint race (all classes)
- b) GT Sprint B Series – 15 lap sprint race (all classes)
- c) Atlantic Challenge Endurance Series – 1 hour Endurance race (all classes)



- i) The Atlantic Challenge Endurance Series includes a mandatory 5 minute pit stop. All competitors must completely stop their race car in pit lane for a minimum of 5 minutes.
 - ii) Timing of the 5 minute pit stop is the responsibility of the competitor.
 - iii) The mandatory 5 minute pit stop cannot take place during the warm up lap, very first lap and the last lap of the race.
 - iv) Driver changes are allowed. However all points awarded will go to each driver that competes in this race.
- d) Unlimited Series – 15 lap sprint race (all competitors combined in a single class)

1.2.6 OPEN WHEEL CHAMPIONSHIPS

1.2.6.1 The following classes will compete in the OPEN WHEEL CHAMPIONSHIP

- a) Formula Ford
- b) Formula Libre
- c) Formula-BMW

1.2.6.1 Three 15 lap races (all classes)

1.3 Modify Race Arrangement/Duration

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

1.4 Event Entry

To compete in any of these ARMS 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. As well, the competitor must present their vehicle to ARMS Scrutineering Officials and pass the Technical Safety Inspection prior to the event.

2.0 SCORING

2.1 Points

a) The scoring in the various series championships is 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) A competitor must have a valid ARMS Regional Road Race License in order to be awarded points towards any of the ARMS Regional Road Race Championships

c) 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.

2.2. Minimum Class Entry

A minimum of three competitors are required in any one class to be considered a full class for that particular race.

2.3 Below Minimum Class Entry

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

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

2.4 Race Winner and Championship

a) Each race has an overall winner as well as individual class winners. Series Class Championship is awarded to an individual with the most points in his/her class at the end of the year.

2.5 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.



3.0 RACE DRIVER LICENSES

3.1 ARMS Race Licenses

All competitors competing in an ARMS sanctioned road race event shall possess a valid ARMS issued license or equivalent. Accepted licenses are as follows;

- 3.1.1 ARMS Junior Race License;
- 3.1.2 ARMS Novice Race License;
- 3.1.3 ARMS Regional Race License;
- 3.1.4 ARMS approval of equivalent License holders from other sanctioning bodies;

3.2 Presentation of License

Drivers shall show their license to an official on demand.

3.3 Regional Road Race License Requirements

3.3.1 Junior Race License: In order to apply for this license the driver must meet the requirements as prescribed by ASN Canada FIA in their bulletin on April 8,2010 http://www.asncanada.com/2010_Compensation/ASN-Junior-Race-Licence-April_8_2010.pdf. See Appendix D. Then the driver must successfully complete an ARMS approved road race school, passing a medical and possessing a valid ARMS club membership. In addition the Junior driver shall display a red circle with the letter J in it as prescribed in the ASN bulletin.

3.3.2 Novice License requires successfully complete an ARMS approved road race school, passing a medical and possessing a valid ARMS club membership. In addition the Novice driver's Car shall display a triangle as specified.

3.3.3 Regional Road Race License requires having completed 3 Events as a Novice license holder and having been approved for upgrade by the Stewards of the Event, in addition to the above requirements. An event is considered a race weekend, not just a single race.

3.3.4 ROOKIE drivers are new competitors only. To be considered a rookie, new racers must enter a minimum of three race events in their first race season. The only exception to this is as follows; If a new racer started during the previous year and only competed in two race events or less during that year, he/she can have rookie status.

3.3.5 An ASN Canada FIA National license requires having completed 3 events as a Regional license holder and having been approved for upgrade by the Stewards of the Event, in addition to the above requirements.

3.3.6 A superior grade of license is valid for all lesser categories.

3.3.7 A valid foreign race license may also be considered by ARMS as proof of adequate training for qualification for issuance of a ARMS Race license, e.g. SCCA, NASA, MSA UK.



3.4 Race License Fees

License fee information is indicated in Appendix 'C'.

3.5 Presentation of Race License at Registration

It is the competitor's responsibility to present a valid race license at registration.

3.6 Residency Requirements

Residents of Atlantic Canada shall possess a valid ARMS issued race license to compete in an ARMS sanctioned event. Residents of Canada (other than Atlantic Provinces) shall possess a valid ASN Canada FIA, or other ASN Canada FIA authorized Territorial Race License.

3.7 SCCA and NASA Race Licenses

SCCA and NASA race licenses of U.S.A. residents will be honored at the same level as issued.

3.8 Race Licenses from other Sanctioning Bodies

A Competitor who holds a race license issued by another recognized racing association may compete in an ARMS sanctioned event by invitation and with the prior approval in writing of the ARMS Race Director.

3.9 Parental Permission

Applicants under the legal age of majority in their home province shall present permission from a parent or guardian on the prescribed form available from the ARMS office. The form shall be signed and witnessed.

3.10 Minimum Age Requirement

3.10.1 Applicants for their first ARMS race license having reached the age of 15 years and meeting the requirements of the ASN Canada FIA Bulletin of April 8, 2010 (Appendix D) may apply for a Junior Road Race License.

3.10.2 Applicants for their first ARMS race license having reached the age of 16 years shall possess a valid provincial driving license or two years kart racing experience in ARMS/ASN CANADA FIA sanctioned kart racing events as prescribed in the ASN Canada FIA Bulletin of April 8, 2010 (Appendix D).

3.11 Withdrawal or Suspension of Licenses

Any license issued by ARMS may be withdrawn or suspended at any time for sufficient cause.



3.12 Unlicensed Entry into Competition

A Competitor who participates in a practice, qualifying or race session without a valid race driver's license shall be prohibited from competing in any ARMS event for the rest of that season. The only exception to this rule would be written permission from the Race Director.

3.13 Expiry of Competition Licenses

All Race licenses expire on December 31 and become due for renewal on January 1.

3.14 Competition Record Cards

3.14.1 ARMS competition record cards shall be issued with the License.

3.14.2 To maintain a Regional Race License, competitors shall require at least one signature (per season) signed by the Stewards of the Event, as verification of participation.

3.15 Eligibility by Evaluation

3.15.1 Any license applicant who has had some form of motorsport competition in her/his background, may apply to the race director for an evaluation of the background and a decision of what avenue the applicant must take to receive a competition license. If the situation is clear and obvious, the race director shall make the decision and inform the applicant. If the decision is not clear and obvious, the race director shall consult with the race committee and they shall make the decision. If the applicant is not satisfied with the decision of the race director, then the applicant may request that the race committee review the decision. This is the only avenue of appeal open to an applicant. The decisions in these cases will be one, or a combination of, the following:

3.15.2 the applicant shall be issued a license;

a) the applicant shall be observed during the practice session of a race event and a decision made at that time as to whether a license should be issued, or the applicant denied a license at that time and therefore not allowed to continue in the competition;

b) the applicant shall be requested to participate in an open practice or test day at which a licensed instructor is present and a license shall be issued, or not issued, on the evaluation made by the instructor;

c) the applicant shall be told to complete one of the available schools recognized by ARMS.

3.16 Application Procedure

3.16.1 Every effort shall be made to inform the applicant of any shortcomings, which must be addressed before a license, can be issued. The following information should be included in an application to the race director.

a) Documentation of the number and type of competitions in which the applicant has competed. This may be in the form of a log card; karting, solo, race results; a



statement from an official or promoter outlining the experience. The date of this experience should be included.

b) Name and date of any motorsport school successfully completed with the certificate, if one was available.

c) An outline of any experience in motorsport as an official, crewmember, or any pertinent involvement.

d) An application for the level of license being requested.

3.17 Medical Requirements for Competition

3.17.1 Drivers shall not participate in any Competition unless they meet, and continue to meet, the medical requirements of the competition license held.

a) Drivers shall submit the report of a medical examination, performed by a licensed medical practitioner, at the time of initial application for a driver's competition license. Medical examination reports shall be submitted every five (5) years for drivers ages 16-35; every two (2) years for drivers ages 36-59; and every year for drivers age sixty plus (60+). The medical reports shall certify the applicant to be medically fit to drive a car in speed events. See Appendix B for ASN approved medical form.

b) A licensed medical practitioner using only a ARMS approved medical form shall complete all examinations. ARMS reserves the right to refer any submitted medical form to a licensed medical practitioner of its own choice for review.

c) Medical certificates shall be valid for six (6) months from the date of issue.

3.18 Medical Responsibility of Drivers

3.18.1 Drivers shall not compete in any Competition unless a physician has examined them within the period specified hereto, and certified by the physician to be medically fit to drive in Car Competition.

a) License holders who suffer injury or illness that affects their medical fitness to drive in Competitions shall report the injury or illness immediately to the ARMS Chief Medical Officer and be recertified by the ARMS Chief Medical Officer or a designated physician before competing in further Competitions.

b) Drivers involved in an accident in which their car rolls over, collides with a stationary object hard enough to cause structural damage to the car, who are aware of possible injury from an accident, or who are directed to do so by an Official shall report to the Chief Medical Officer at the Event as soon as possible.

c) Drivers failing to report to the Chief Medical Officer at the Event may have their license suspended until such time as they are re-examined and pronounced fit to the satisfaction of the ARMS Chief Medical Officer.



4.0 DRIVER SCHOOLS

4.1 Organization of Driving Schools

ARMS and its member clubs may organize Driver Schools, which result in the granting of competition licenses. This section is a guide to the requirements and organization of such schools. These are minimum requirements only: many of the courses presently offered embody much more than this minimum and are highly recommended.

4.2 Student Requirements

4.2.1 In order to be eligible to participate in an ARMS Driver School, each prospective student shall:

- a) Be a member of an ARMS affiliated club. If a prospective student is not a member of an ARMS member club, memberships will be available at the start of the school.
- b) Hold a valid provincial or state driver's license.
- c) Students are required to pass a medical prior to participating in any ARMS Driving School. The medical requirements are indicated in Section 3.17.
- d) See Appendix D for ASN Canada FIA Junior Driver Program information.

4.3 Instructors

ARMS shall appoint properly qualified and experienced instructors for driving schools. Instructors need not hold a current ARMS Competition license. The names and addresses of the proposed instructors, along with details of their experience and qualifications, shall be submitted to ARMS requesting the issue of instructor licenses. One of the instructors at each school shall be designated as the senior instructor and it will be her/his responsibility to answer to ARMS and the organizer for the running of the school.

4.4 Permit Requirements

A permit is required from ARMS. This permit shall be prominently displayed at the course.

4.5 Classroom Instruction

A classroom session shall be held to instruct the students on the basic requirements such as documentation, rules and regulations, flag signals, duties of various officials, etc. Each student shall complete a written test at the end of the school.

4.6 Practical Instruction



The practical instruction of the students on the course shall be carried out simulating actual competition conditions in cars fitted with seat belts and a minimum Snell rated helmet as required in this document. Cars with permanently fixed steel roofs will be permitted to enter the instructional portion of the school without roll cages but are not permitted to participate in any form of wheel to wheel competition, even if that competition is included as part of the school. Convertible vehicles are allowed if they have adequate roll over protection of at least a roll bar that extends a minimum of 2 inches higher than the driver's helmet.

4.7 Competition License Application for Graduates

4.7.1 Once students have completed the school, they may apply for a competition license. The Driver School shall have been completed within twelve calendar months of the application.

4.7.2 The student shall then be granted a Novice Road Race License and is permitted to participate in any road racing event as described herein. The student shall include a duct tape triangle on the back of their race car to indicate to the other competitors that they are a Novice racer. This triangle shall remain on their race car until the student is granted a full Regional Road Race License.

4.7.3 The Novice Licensed Road Racer is put on probation and closely monitored by ARMS officials. If the Novice Licensed Road Racer is involved in any car contact during his/her probationary period, ARMS may revoke their License or suspend competition privileges.

4.7.4 The Novice Licensed Road Racer's probationary period is three race events. The three race events must be completed within 12 calendar months of the date of the Novice License. After successful completion of three race events, the competitor shall be granted a full ARMS Regional Road Race License.

4.8 Approval of Professionally Organized Schools

In addition to schools organized by ARMS and clubs, ARMS may approve certain professionally organized driver training schools. Successful completion of the course at such approved schools will qualify the student for a regional license, subject to the provision that the ARMS written exam be completed successfully by the applicant.

4.9 Personal Safety Equipment for Driving Schools

All students participating in any ARMS school event shall use minimum approved personal safety equipment as specified herein.

4.9.1 Helmet as specified in 5.4.

4.10 Vehicle Requirements for Driving Schools

All students must present a road worthy vehicle for approval/inspection prior to the driver school. Students must present their vehicle in acceptable mechanical condition, especially the complete



braking system, tires and suspension components. It is highly recommended that a licensed mechanic performs a safety audit of the vehicle prior to the school.

5.0 DRIVER PERSONAL SAFETY EQUIPMENT

5.1 Use of Driver Personal Safety Equipment

The use of driver personal safety equipment is mandatory during all competition. All competitors require minimum personal safety equipment specified herein. Below is a list of these items;

- Driver Suits, Underwear and Gloves
- Helmet
- Frontal Head Restraint
- Balaclava
- Socks
- Shoes

5.2 Approved Materials

All fire resistant material approved by FIA and SFI for automobile racing is acceptable.

5.3 Driver Suits, Underwear, socks, shoes, Balaclavas & Gloves

Only Driver Suits, Underwear, Socks, Shoes, Balaclavas and Gloves as specified herein shall be worn.

5.3.1 ACCEPTED STANDARDS

Only Driver Suits, Underwear, Socks, Shoes, Balaclavas and Gloves meeting one of the following standards will be accepted for competition.

Fédération International de l'Automobile

FIA 8856-2000 – Protective clothing for automobile drivers

http://www.fia.com/sites/default/files/regulation/file/5_8856_2000_overalls_0.pdf

As per the following Technical #27– Approved Clothing Materials

http://www.fia.com/sites/default/files/regulation/file/L27_Approved_clothing_materials_27.pdf

dated 14-03-2014

SFI Foundation Inc

SFI 3.2A – Driver Suits

http://www.sfifoundation.com/wp-content/pdfs/specs/Spec_3.2A_032713.pdf

dated March 27, 2013

SFI 3.3 – Driver Accessories

http://www.sfifoundation.com/wp-content/pdfs/specs/Spec_3.3_061112.pdf

dated June 11, 2012

5.3.2 One or two piece driver suits that effectively cover the body from the neck to the wrists and ankles, manufactured of material approved herein, shall be worn.



5.3.3 Underwear manufactured of material approved herein shall be worn, where specified herein.

5.3.4 Driver suits and underwear shall be clean and in good condition with no excessive oil stains, holes or frayed edges.

5.3.5 The following driver suit/underwear systems are approved:

a) Suits of two layers of approved material worn with approved underwear.

b) Suits of three layers of approved material.

c) Suits carrying an SFI 3-2A/3 rating or SFI 3-2A/5 single layer suit, worn with approved underwear.

d) Multilayer suits carrying an SFI 3-2A/5 or higher rating.

e) Multilayer suits carrying an FIA Homologation.

5.3.6 ADDITIONAL RECOMMENDATIONS

It is highly recommended that underwear of approved material be worn under all driver suits.

5.3.7 GLOVES

Gloves made of material approved herein shall be worn. This material shall be worn next to the skin. Gloves shall have no holes or perforations. Gloves shall be fitted at the wrist, and shall cover the cuff of the driver suit. Any other material, e.g. leather, which may be applied to the exterior (palm only), shall not penetrate the seams of the gloves. Gloves marked "FIA 86 Rules" are accepted.

5.3.8 SOCKS

Socks made of material approved herein shall be worn.

5.3.9 SHOES

Shoes made of material approved herein and/or of leather shall be worn.

5.3.10 BALACLAVAS AND HELMET SKIRTS

Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath helmets shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. It is recommended that balaclavas be double layer.

5.3.11 RESTRICTED MATERIALS

While competing, drivers should not wear any clothing composed in whole or in part of nylon.

5.3.12 PROOF OF COMPLIANCE: ADDITIONAL PROVISIONS

In the case of doubt concerning the composition of a suit/underwear system, the Driver shall be able to present adequate evidence that it conforms to one of the above standards.



5.4 HELMETS

Helmets as specified herein shall be worn.

5.4.1 ACCEPTED HELMETS

Only helmets meeting one of the following standards will be accepted for competition.

Fédération International de l'Automobile

FIA 8860-2004

FIA 8860-2010

Snell Memorial Foundation

Snell SA 2015

Snell SAH 2010

Snell SA 2010

Snell SA 2005 not valid after 31-12-2018

SFI Foundation Inc

SFI 31.1 not valid after 31-12-2018

SFI 31.1A not valid after 31-12-2018

SFI 31.2A not valid after 31-12-2018

As per FIA technical List #25 – Recognized Standards for Helmets

http://www.fia.com/sites/default/files/regulation/file/L25_standards_for_helmets.pdf

5.4.2 CONDITION OF HELMETS

Helmets shall be in good condition.

It is strongly recommended that helmets be discarded after 5 years due to deterioration, or after a serious accident which could weaken the helmet.

5.4.3 HELMET MODIFICATION

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer. Hardware may be mounted on a helmet for approved FHR devices, provided the hardware is installed in accordance with recommendations provided by the manufacturer of the helmet and /or the devices. Competitors assume the risk of any modification to their helmet. Any other modification will render the helmet unacceptable.

The fitting of earplugs and microphones may be done only in respect of the paragraph above.

5.4.4 OPEN CARS

Full face helmets and shields shall be worn by drivers of open cars and are strongly recommended for all drivers.

5.4.5 EYE PROTECTION



It is recommended that any corrective eyeglass material or sunglasses be of the safety glass type.

5.5 Frontal Head Restraints (FHR)

Frontal Head Restraint devices as specified herein shall be worn.

5.5.1 ACCEPTED FHR

Only FHRs meeting one of the following standards will be accepted for competition.

Fédération International de l'Automobile

FIA 8858-2002

FIA 8858-2010

As per the following Technical Lists

#29 – Approved FHR Systems

http://www.fia.com/sites/default/files/regulation/file/L29_Aproved_FHR_systems_15.pdf

#36 – Approved FHR Devices

http://www.fia.com/sites/default/files/regulation/file/L36_Frontal_Head_Restraint_4.pdf

#41 – Approved Helmets for FIA 8858-2002 & 8858-2010 FHRs

http://www.fia.com/sites/default/files/regulation/file/L41_FHR_compatible_helmets_16.pdf

SFI Foundation Inc

SFI 38.1 – Head & Neck Restraint System

http://www.sfifoundation.com/wp-content/pdfs/specs/Spec_38.1_092311.pdf

FHR are mandatory as of January 2014

6.0 VEHICLE SAFETY EQUIPMENT

6.1 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

Information on the above safety items is available in the applicable class regulations for your vehicle.



6.2 General Technical and Safety Preparation Provisions

In addition to the above safety items all vehicles must meet the General Technical and Safety Preparation provisions as outlined in the applicable class regulations for your vehicle.

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 Valid Logbooks

Only one logbook shall be issued for each car (other than an extension or replacement)

7.3 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.

7.4 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.

7.5 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.

7.6 Presentation

7.6.1 The logbook shall be presented at the event signed by the competitor. When the logbook contains verification of a current Annual Inspection, the minimum inspection shall consist of reviewing the logbook. If this is in order an event scrutineering sticker shall be issued and attached to the car.



7.6.2 On Sports Racing cars and GT cars with no roof the sticker shall be placed on the roll bar to the right of the driver's head. Otherwise, the sticker shall be placed on the top right hand corner of the windshield.

7.6.3 All previous scrutineering stickers shall be removed.

7.6.4 When the logbook does not contain verification of a current Annual Inspection, the car shall be presented to the event scrutineers and an annual Inspection shall be performed prior to the issue of an event scrutineering sticker. Such an inspection shall not delay inspection of cars which have had an annual Inspection done.

7.6.5 When the logbook contains a scrutineer's notation regarding a defect, the results of a protest noted after the annual Inspection, or when the logbook indicates no competition for an extended period of time (3 months or more) during a year the car shall be presented to the event scrutineers for inspection prior to the issue of an event scrutineering sticker for the car.

7.6.6 When the logbook is not available at scrutineering, the car shall be accepted for competition only after a thorough inspection during which all details required for the issue of a logbook shall be recorded. This inspection shall not delay inspection of cars, which have logbooks available. Competitors shall arrange with the event scrutineers an appropriate time for inspection of their car prior to being accepted for competition.

7.7 DEVIATIONS REGARDING SAFETY

7.7.1 All deviations regarding safety shall be entered in the logbook.

7.7.2 If a waiver for the event is permitted this shall be entered in the logbook and complied with by the competitor.

7.7.3 When a car is damaged during an event, a description of the damage shall be entered in the logbook.

7.7.4 When a car has been altered or damaged after issue of an event scrutineering sticker the scrutineer may remove the sticker until the car has been re-inspected and re-approved.

7.8 Sound Control

Competitors carry sole responsibility to determine that their vehicles comply with Sound Control Regulations at each event.

A driver registering a single sound level reading over the maximum for the event shall not be black flagged. If a driver is black flagged due to sound, the car shall not re-enter the course until corrective steps are taken.

A sound level instrument (meter) that meets American National Standards Institute (ANSI) S1.4-1983 Class 2 or better shall be used. The maximum for ARMS Sound Control at Atlantic Motorsport Park shall be a sound pressure level of 98dB "A" frequency weighted (db A) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/or artificial markers indicating track edge. All sound readings shall be truncated to the lower whole number. (Anything after the decimal point is ignored.)

Proper location and use of all test instrumentation is essential to obtain valid measurements.



The microphone shall be 3.5 feet (minimum) above the ground surface, 2.0 feet (minimum) above the level of the roadway, no more than 6 feet above the level of the roadway. Whenever possible, it is recommended (but not mandatory) that the microphone shall be located on the outside of the track between the race car and the outside perimeter of the racing facility, aimed into the infield area

7.9 Class Scrutineering

At each event, certain classes shall be designated to be presented to the event scrutineers.

7.10 Random Scrutineering

Event scrutineers shall carry out random technical inspections of cars and of drivers safety equipment and clothing for safety and eligibility purposes at any time during the event.

8.0 FLAG SIGNALS

8.1 General

Signals are given in daylight by different colored flags.

8.2 Flags Used Exclusively on the Instructions of the Clerk of the Course

8.2.1 STARTING FLAG

Either the green flag or the Canadian National flag will be used.

8.2.2 BLACK AND WHITE CHEQUERED FLAG

Indicates the end of a competition session when waved at the finish line or other location specified in the Supplementary Regulations.

8.2.3 RED FLAG

The red flag will be waived at all marshal stands. Competitors will reduce speed in a safe and controlled manner to 1st gear speed and proceed around the track to pit lane. During race sessions, competitors must stop in the right most lane. No work is permitted on race vehicles while under red flag conditions. Drivers shall be prepared to stop at any time. The lap on which the flag is displayed will not be scored.

While the Safety Car is on the track, the status of the Pits will be Closed until such time as indicated by a Pit Open (P/O) sign at Turn Nine and at Start.

8.2.4 BLACK FLAG

Displayed at Turn Nine and the start/finish line and accompanied by a number on a board, it informs the driver of the car designated by that number, to return to the pits at the conclusion of the current lap and await instructions from the officials from the tower.



8.2.5 Displayed at the start/finish line accompanied by the word "ALL" on a board, and at all marshal posts, informs all drivers that the current course session has been halted and that they shall return to the pits at the conclusion of the current lap.

8.2.6 BLACK AND WHITE FLAG

Divided diagonally into black and white halves, shown motionless at the start/finish line or other location specified in the Supplementary Regulations, and accompanied by a number on a board, it informs the driver of the car designated by the number that his/her conduct or driving has been observed as being unsporting or unsafe. It is a warning; if the behavior continues, the driver may be shown the Black Flag.

8.2.7 BLACK FLAG WITH ORANGE DISK

The orange disk shall be 400mm in diameter. Shown motionless at the start/finish line or other location specified in the Supplementary Regulations, and accompanied by a number on a board, it informs the driver of the car designated that the car has mechanical problems likely to endanger the driver or others. The driver shall stop at his/her pit on the next lap.

8.2.8 As soon as the decision to display this flag has been taken, the driver's pit crew should be notified in order that they also are able to display a "stop" signal.

8.3 Flags used at Marshals Posts

Flags used by the marshals may be shown either motionless or waved. A waved flag emphasizes the flag's basic meaning.

8.3.1 YELLOW FLAG

Any YELLOW flag is a signal of danger of any nature at or beyond the station displaying the flag.

a) SHOWN MOTIONLESS:

i) Take care, danger, slow down.

ii) **PASSING IS PROHIBITED FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S). Competitors shall not pass any car until they are adjacent to the next marshal stand displaying a green flag.**

iii) A Driver may encounter several yellow flags before reaching the emergency area. The requirements are the same, SLOW DOWN, NO PASSING.

b) SHOWN WAVED:

i) Great danger, slow down, be prepared to stop.

ii) Single waved yellow indicates car off the track

iii) Double waved yellow indicates there is a car stopped on track, partially blocking the track



iv) **NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S).** Competitors shall not pass any car until they are adjacent to the next marshal stand displaying a green flag.

v) **AT AN EMERGENCY AREA, THERE MAY BE MULTIPLE CARS INVOLVED IN AN INCIDENT. IT IS THE DRIVER'S RESPONSIBILITY NOT TO PASS UNTIL FULLY PAST THE END OF THE EMERGENCY AREA.** Competitors shall not pass any car until they are adjacent to the next marshal stand displaying a green flag.

c) **DOUBLE YELLOW: DISPLAYED AT ALL STATIONS:**

i) Indicates the entire course is under a full yellow condition. Slow down, no passing. Shall be used with or without the pace (safety) car.

ii) Drivers shall proceed through yellow zones in single file which may be staggered.

iii) So as to be able to inform drivers of a new danger of which they are not aware occurring in the same sector, the yellow flag shall be waved for two laps, shown motionless for two laps and then withdrawn, even if it has proved impossible to remove the obstacle. If it is withdrawn without displaying a subsequent green flag, it means that the condition of the course in that sector shall remain as during the previous two laps for the remainder of the competition. If withdrawn and replaced with a green flag shown motionless for two laps, it indicates that the condition of the course has returned to its pre-incident state.

iv) When necessary during the display of a yellow flag, drivers shall be instructed by means of hand signals to keep to the side of the course that is not obstructed. If the course is very badly obstructed, but not sufficiently to warrant the stopping of the competition, two yellow flags may be used at the same post to emphasize the danger. Two yellow flags will also be shown if the course is entirely obstructed, until the Clerk of the Course orders the stopping of the Competition.

v) To allow drivers to observe proper caution before an incident, preceding posts may display motionless yellow flags. The use of such forewarning flags is at the discretion of the Clerk of the Course.

vi) If the debris from an incident is scattered past the post following the incident, that post shall also display a debris flag.

8.3.2 YELLOW FLAG WITH RED STRIPES

The yellow and red striped flag informs drivers to take care. It is used to warn of a slippery surface such as caused by the presence of oil, water and/or debris on the course surface. The flag shall be displayed for four laps or until the surface returns to normal.

8.3.3 GREEN FLAG

The green flag shall be displayed to replace the yellow flag at the site of an incident as soon as the course has been cleared and will be shown for two laps.

8.3.4 WHITE FLAG

a) The white flag informs drivers that they are about to overtake a vehicle which is traveling on the course at a much slower speed than the competitors. The white flag shall be shown when a service vehicle is on the course or when a competing car is moving at a reduced speed.



b) The white flag shall be waved as soon as the slow-moving vehicle has gone past the marshal's post and this shall continue until the vehicle reaches the following post, then shown motionless while the vehicle is crossing the next sector then withdrawn. If the vehicle stops on the course, the white flag shall immediately be replaced with a yellow flag.

8.3.5 BLUE FLAG

The blue flag informs drivers that they may be about to be overtaken by a faster car. When the blue flag is waved, it draws the driver's attention either to the closeness of the car about to overtake, or to the high speed at which it is approaching. The blue flag may be shown motionless when the faster car is still some distance away and when the flag marshal feels that overtaking will take place in the following sector.

9.0 RULES OF THE Paddock

9.1 General

A paddock area shall be provided for the use of all competitors. The paddock area is adjacent (West) of the pit lane concrete wall. Cars shall remain in the paddock area when not in actual competition.

9.2 Pets

All pets shall be leashed to an adult or a fixed location with a maximum 3-meter line or be kept in an enclosed space.

9.3 Minors

Parents and guardians are responsible for the safety of their children (minors).

9.4 Excessive Noise

Excessive noise of cars, competitors, children and pets shall be controlled in both the paddock area and the camping area. Excessive noise such as loud stereo systems shall cease by 11.00 p.m. of each day of an event.

9.5 RaceTrack Permission

Cars are not permitted on the racetrack at any time except by permission of the Clerk of the Course, or the track Manager. This includes before, during and after an event.

9.6 Paddock Roads

Paddock road is a lane in the middle of the paddock. This lane shall be kept clear of cars in order to provide unhampered access for tow trucks and/or service vehicles. A speed limit of 10 KPH shall be enforced.



9.7 Motorized Vehicles

Motorized vehicles (including all terrain vehicles) may be driven in the paddock and mock grid areas. Minors are only permitted to drive motorized off-road vehicles in the paddock area when;

- a) permitted by law and;
- b) well supervised by their parent or guardian.

10.0 RULES OF THE PITS & PIT LANE

10.1 General

A pit shall be provided for cars, equipment, and crew during competition. Cars which retire to the paddock, shall be ineligible to return to the competition in progress unless this is allowed by the series or Supplementary Regulations or permission is received from the Clerk of the Course. Cars retired from competition shall be moved to the paddock prior to the gridding of the next race. A pit lane is adjacent to the concrete wall that separates the track surface. The pit lane is used for competitors to access the track and/or their pit. Under no circumstances shall a competitor stop his/her car on pit lane, unless authorized by a pit lane marshal.

10.2 Minors

Minors (children) younger than 16 years of age are not permitted in the pits or pit lane.

10.3 Access

Only participants with proof of having signed the insurance waiver may be trackside, or in any posted restricted area. No person shall access the pits and/or pit lane without signing the waiver. All drivers are responsible for their crew personnel and to ensure their crew has signed the waiver.

10.4 Race Start

At the start of a race, only the pit marshals are permitted in the pit lane.

10.5 Pit Lane Attire

All personnel in the pit lane shall have their body covered, i.e., closed toe shoes, shirt with sleeves, long pants, etc.

10.6 Smoking

Smoking is forbidden in pit lane.



10.7 Pets

Pets are prohibited in the pits or pit lane.

10.8 Pit Lane Speed Limit

A speed limit of **60kph** shall be observed in the pit lane. Failure to obey pit lane speed limit may result in a penalty.

10.9 Crew at Pit Wall

At any time a car is on the course, a maximum of two persons may be at the wall separating the race course from pit lane for the purpose of signaling the driver in the Car.

10.10 Crew During Pit In

One person may go over the pit wall to signal their car to its pit for a pit stop. All other team members shall remain behind the wall until the car comes to a complete stop.

10.11 Driver & Crew During a Pit Stop

No more than four team members may be over the wall to perform service on a car at any time. Not counted in this number is:

- a) A driver seated in the car.
- b) A driver preparing to get in the car (when allowed by series regulations).
- c) The signal persons at the wall separating the track from the pits provided these persons do not move from this position.
- d) The team fire extinguisher person (when allowed by series regulations).

10.12 Jack Stands

No work shall be performed under a car unless adequate solid support is in place at all times.

10.13 Fuel Storage and Refueling

- a) Fuel storage in the pit and/or pit lane is strictly prohibited. All fuel containers must be stored behind the paddock/pit lane concrete wall.
- b) Under normal race conditions, refueling in the pit and/or pit lane is strictly prohibited, unless authorized and published in the Event Supplementary Regulations.



- c) When authorized and published in the Event Supplementary Regulations, refueling in the pit may be completed only when safe to do so.
- d) Fuel containers shall only be moved to the pit after the car has stopped. The driver must be out of the car and the car turned off before any refueling begins. The refueler must be protected by a full nomex suit, balaclava, socks and shoes and full coverage helmet. A crew member must be standing by with a fully charged ABC fire extinguisher (min. 5lb) ready in case of emergency. Only after the refueling is complete may the driver reenter the car.
- e) Fuel must be transferred to the car in a safe manner. No spillage of fuel in the pit or pit lane will be tolerated. The driver may be penalized by ARMS for any unnecessary spilt fuel.
- f) No fuel containers shall be left in the pit or pit lane.

10.14 Air Bottles / Gas Cylinders

All compressed air bottles/gas cylinders, with a pressure in excess of 200 psi, shall have a protective structure around their gauges and valves when in the pit/grid/pre-grid areas.

10.15 Overshooting your Pit

If a pit-bound driver overshoots his/her pit, the car shall either be pushed back into the pit by hand, or else continue for another lap. No car shall be pushed back into the pit under conditions which would constitute a hazard.

10.16 Motorized Vehicles

Motorized vehicles (including all terrain vehicles) may be driven in the pits only by crew members that hold a valid Provincial or State Driver's License.

Persons under the age of 16 are not permitted in pit lane.

11.0 ON TRACK RULES

11.1 Entering the pits

Before entering the pits from the course, drivers shall signal by raising an arm.

11.2 Signaling to Pass

If an overtaken driver wishes to indicate the side on which an overtaking driver should pass, he/she shall point to that side or operate the signal light on the side on which the pass should be carried out.



11.3 Direction of Tow

During a session it is forbidden to drive or tow a car in a direction opposite to that in which the event is being run without the specific approval of the Clerk of the Course.

11.4 Stopping on Course

If a car stops on the course during an event, the car should be parked in such a manner as to cause no obstruction to other competitors.

11.5 Movement of vehicle with Starter Power

Cars shall not be moved under power of the starting device while on the course, except to remove them from a hazardous position to one of greater safety.

11.6 Assistance

Drivers shall obtain no assistance during the race other than from their pit crews in the pits. This does not preclude assistance by officials for safety reasons.

11.7 Driving Off Course

The driver is required to follow the marked course during a competition and shall not gain an advantage from an off-course excursion.

11.8 Overtaking

11.8.1 Overtaking drivers are responsible for the decision to pass another car and to accomplish the pass safely. Overtaken drivers are responsible for being aware that they are being overtaken and shall not deliberately impede the overtaking car.

11.8.2 Competitors have a right to "racing room" on the racetrack. "Racing room" is defined as sufficient space on the racetrack to allow competitors to maintain control of their cars in close quarters, under racing conditions.

11.8.3 Competitors shall preserve the right of their fellow competitors to "racing room" on the racetrack. Changes in direction so as to impede or affect the path of a car attempting to overtake or pass may be interpreted by officials as an attempt to deprive fellow competitors of their right to "racing room."

11.8.4 Competitors shall avoid physical contact with other competitors' cars.

11.8.5 STRAIGHTS

i) Drivers must overtake in a safe manner. Overtaking cars must be completely past the overtaken car prior to pulling in front of it. While passing, overtaking cars may not encroach into the overtaken car's space, and must leave enough room for the overtaken car to drive safely.



ii) Overtaken drivers must also drive in a safe manner. While still completely ahead of the overtaking driver, provided that there is not a significant speed differential, they may change position on the track (thereby putting themselves in front of the overtaking driver). They may not move back to their original position if the overtaking driver decides to pass on the other side. Once the overtaking car has any overlap on the car it is passing, the overtaken driver has lost that section of the track, and may not encroach on it. The driver of the overtaken car must leave room on that side of the track for the overtaking vehicle.

11.8.6 CORNERS

i) Passing safely in a corner requires skill on the part of the overtaking driver as well as trust in the skill of the overtaken driver. If overtaking drivers are going to out brake another car, they must do so in such a manner that they are not, under any circumstances, going to require impact with the overtaken car. They must allow enough room on the track for the cars to drive around the corner side by side.

ii) Nobody owns the line to a corner. If there is another car beside you, you have lost the use of that part of the track. This goes for the overtaken car as well. If an overtaking driver has her/his car partially up beside you, you must leave room for him/her. How far up beside you the overtaking car has to be before you must leave him room, how much you can, or want to intimidate each other, and how fast you can drive off the line, are all what makes motor racing; however, whenever there is a collision, an error has been made by at least one, if not both of the drivers.

11.9 Riding Outside the Cockpit Area

No one shall ride outside the cockpit area or on the coachwork of any car at any time, including victory laps.

11.10 Rookie Race Starting Position

There shall not be any newbie / rookie drivers with triangles start a race from the front row, they are to be gridded P3 and back to ensure we have a safe start with seasoned racers on the front line.

12.0 DRIVER / EVENT PARTICIPANT BEHAVIOUR

12.1 Behavior Definitions

12.1.1 RECKLESS BEHAVIOUR

The performance, or omission, of an act which creates an obvious and serious risk to oneself or others without due consideration of the consequences.

12.1.2 DANGEROUS BEHAVIOUR

The performance, or omission, of an act, which creates an obvious and serious risk to oneself or others with deliberate disregard of the consequences.

12.1.3 RECKLESS DRIVING

Driving in a manner which creates an obvious and serious risk to oneself or others without due consideration of the consequences.



12.1.4 DANGEROUS DRIVING

Driving in a manner which creates an obvious and serious risk to oneself or others without due consideration of the consequences.

12.1.5 UNSPORTSMANLIKE CONDUCT

Being not fair, respectful, and polite toward other drivers, participants, volunteers, officials and spectators when participating in ARMS sanctioned events.

12.2 Some Driver / Mental Errors

- a) Trying to intimidate someone who in this instance cannot or will not be intimidated, even if it leads to damage to their car and your car;
- b) Attempting a pass where you cannot get far enough up beside someone under braking to complete the pass within the corner;
- c) Driving at such a speed and/or in such a manner that if the other driver does not back off, you have no choice but to hit her/him;
- d) Not being aware of the envelope around the racecar. If a driver who was behind you disappears from your mirrors, chances are they are now beside you. If they disappear from your mirrors and you can't see them beside you, you may need to adjust your mirrors.
- e) Blocking may be defined as: changing track position from right to left, or vice versa, more than once to prevent a following vehicle from passing.

12.3 Repetition of Driving Errors

Repetition of serious driving errors or a lack of control over the car may incur penalties.

12.4 Event Participants

12.4.1. Conduct of Participants

Participants in an ARMS sanctioned competition shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in a manner that shall not be prejudicial to the reputation of ARMS, promoters, sponsors, organizers, or to motorsport in general. Sportsmanship means any person's conduct and behavior while participating in a sport. Examples are fairness, respect for one's opponent, and graciousness in winning or losing. Failure to do so may result in penalties. Entrants or drivers are at all times responsible for the conduct of their mechanics, parents/guardians or team members. A violation of these Regulations committed by an entrant, driver, mechanic, parent/guardian or team member may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of a competition.

12.4.2. Participants Code of Conduct

All event participants including drivers, entrants, mechanics and parents/guardians if the driver is under the age of majority in the province of jurisdiction, may be required to sign a Participants Code of Conduct document. Failure to sign or comply with the terms and conditions of the Participants Code of



Conduct may result in penalties being applied to the violator, including fines and exclusion from the event. Drivers may be penalized for violations by entrants, mechanics, parents/guardians or team members associated with their entry.

12.4.3. Alcoholic Beverages

Participants at an event shall not consume alcoholic beverages during the performance of their duties at the racetrack as determined by the event schedule. Any action taken, or penalty applied by a Race Official in this regard is not subject to appeal.

12.4.4. Narcotics and Drugs

The use of any narcotic or illegal substance, as defined in law, or the improper use of legal substances, by any participant is prohibited. Race Officials may prohibit participation if it is suspected that any substance has been consumed. Such action is not subject to appeal. Refusal of testing will result in a penalty being applied.

12.4.5. Submission to Testing

The ARMS reserves the right to require any participant to submit to and complete; breath, blood, urine, or other tests designed to determine the presence of alcohol, narcotics, dangerous drugs, illegal substances or the inappropriate use of legal substances. The cost of such testing will be borne by the participant. Such action is not subject to appeal.

12.4.6. Social Media, Blogging and Internet Guidelines for Participants

It is acceptable for a participant to do a personal posting, blog or tweet. However, any such postings, blogs or tweets should be in a first-person, diary-type format and should not be in the role of a journalist - i.e. they must not report on competition or comment on the activities of other participants or accredited persons, or disclose any information which is confidential or private in relation to any other person or organization. A tweet is regarded in this respect as a short blog and the same guidelines are in effect, again, in first-person, diary-type format.

Postings, blogs and tweets should at all times conform to the highest standards of behavior and sportsmanship, be dignified and in good taste, and not contain vulgar or obscene words or images. When participants choose to go public with any comments, opinions and any other material in any way, including on a posting, blog or tweet on any social media platforms or on any websites, they are solely responsible. Participants post their opinions and any other materials at their own risk and they should make it clear that the views expressed are their own.

Violations of these guidelines may result in penalties being applied including fines, exclusion and suspension.

13.0 VIOLATION OF REGULATIONS

13.1. Evidence

The Officials may acquire evidence of any kind as they see fit in the adjudication of real or alleged rule infractions, inquiries, protests, appeals or for any other purpose as it relates to the enforcement of these Regulations.



13.2. Assessment of Penalties

Any promoter, organizer, official, entrant, driver or other person committing a breach of these Regulations or those of a Series or event, or of any conditions attached to an organizing permit, or of any instructions to drivers, or of any special racetrack Regulations, may be penalized.

The ARMS may suspend or terminate for a definite period of time, the racing license of a competitor or the membership of any individual upon a finding of a violation of any rules and regulations, or for any other just cause, if such action is determined to be in the best interest of the association.

13.3. Breach of Regulations

In addition to any other offences, the following offences shall be deemed to be a breach of these Regulations;

- a) Bribery or attempt to bribe anyone connected with the competition, and the acceptance of or offer to accept a bribe.
- b) Any action having as its objective participation in the competition of a person or vehicle known to be ineligible.
- c) Any fraudulent proceeding or act prejudicial to the interests of ARMS or of motorsport in general.
- d) Refusing to cooperate with, interfering with or obstructing the action of an official.
- e) Abusing (physically or verbally) another competitor or official.
- f) Unsportsmanlike conduct.
- g) Driving infractions as defined in these Regulations.

13.4. Repeated Violations

Repeated breaches of these Regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence.

In cases of incidents that involve multiple violations, consecutive penalties may be imposed. Combinations of penalties may be assessed.

13.5. Technical Infractions

a) **Impounding of Racing Equipment:** Any racing equipment or materials or components or driver safety equipment may be impounded at the event including when a technical exclusion occurs. The Technical Inspector or Technical Delegate shall label the impounded racing equipment and one of these officials will be responsible for providing the impounded racing equipment at an appeal hearing if called.

b) **Return of Impounded Racing Equipment:** If the entrant does not submit an approved complete Refusal of Appeal form, the part(s) in question should be retained by the Technical Inspector. If the entrant wants the part(s) in question to be returned it is the responsibility of the entrant to obtain the approved Refusal of Appeal form and submit the completed form to the Chief Steward. If the part(s) in question are removed from the impound area by the entrant without a Refusal of Appeal form being submitted the entrant will be excluded from the results and no protest or appeal can be submitted.

14.0 INQUIRY, PROTESTS AND APPEALS

See Appendix E for info on Inquiries, Protests and Appeals



15.0 PENALTIES

The Steward(s) and/or the Clerk of the Course/Race Director may issue penalties during an event. The nature and condition of a penalty at an event is determined by the Steward(s) and/or the Clerk of the Course/Race Director.

ARMS Standard Road Racing Penalties are listed in Appendix G of these regulations to aid in the consistent application of penalties.

ARMS may issue penalties after the conclusion of an event. The nature and condition of a penalty after an event is determined by ARMS.

15.1 Incidents

An incident means a fact or series of facts involving one or several drivers who:

1. Provoked the stopping of a race.
2. Violated these Sporting Regulations.
3. Have jumped the start.
4. Have not respected flag signaling.
5. Have caused one or several cars to take a false start.
6. Have caused a collision intentionally or unintentionally.
7. Have forced another driver off the track intentionally or unintentionally.
8. Have prevented a legitimate passing maneuver by a driver.
9. Have impeded another driver during a passing maneuver.
10. Gain of position after contacting another car

If a driver is involved in a collision or an incident a penalty may be issued.

15.2 Retaliation to an earlier incident

If an on or off track incident is deemed by ARMS Officials to be an act of retaliation to an earlier incident, whether that earlier incident happened during the current race day or a previous race day, it shall be considered as a second offence. Penalties will be assessed as a second offence or higher depending on the level of the retaliation.

15.3 Minimum penalties

Minimum Penalties are listed in Appendix G more severe penalties than those listed may be assessed. Multiple/repeat offences may incur additional penalties.

15.4 Scale of Penalties

Penalties may be inflicted as follows in order of increasing severity:

reprimand
time penalty
distance penalty
position penalty
monetary fines
disqualification
suspension
banning of competition privileges
exclusion



15.5 Reprimand

A reprimand may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director. A reprimand against an ARMS licensed entrant or driver shall be noted in the entrants or drivers license file, as shall be any or all other penalties.

15.6 Time Penalty

Time penalties may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director. **Standard time penalties shall be 30 seconds, 60 seconds or 120 seconds.**

A “stop-and-go” penalty may be used

15.7 Distance Penalty

A penalty may be in the form of one or more laps.

15.8 Position Penalty

A penalty may be in the form of 1 or more positions during or after a race.

15.9 Monetary Fines

Fines imposed must be paid immediately or within the time period specified when the fine is issued up to a maximum of 72 hours after notification of the competitor. Any delay in making payment will entail suspension of competition privileges equal to the period during which a fine remains unpaid. All fines shall be remitted to ARMS.

Failure to honor a cheque payable to ARMS will result in suspension of the entrant's or driver's competition privileges until full payment of the fine, bank charges, and an additional service charge of \$50.00 has been paid.

15.10 Disqualification Penalty

Disqualification from participation may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director on a person or car at any time.

In cases where a penalty of disqualification is imposed, the Steward(s) shall amend the placing and awards and shall decide whether the next competitor in order shall be advanced, and awards presented consistent with the revised finishing order.

Any entrant or driver who is excluded from any session or competition shall automatically forfeit all rights to awards in that session or competition.

Loss of points earned by a competitor in a race, or accumulated in a Series, may be imposed by Series Organizer on the recommendation of the Steward(s) and/or the Clerk of the Course/Race Director.

15.11 Suspension

A sentence of suspension may be pronounced by ARMS.

Any entrant or driver who is suspended for the balance of the current race year and or into the following year shall automatically forfeit all rights to awards in the current race year.



A notice of suspension should be sent to the recipient by a registered delivery method within 72 hours of being pronounced.

A sentence of suspension pronounced by ARMS will be apply to all ARMS motorsport disciplines.

A sentence of suspension pronounced by ARMS shall only apply within ARMS.

If, however, ARMS wishes the sentence of suspension to be recognized by other ASN's or other ASN Territories a formal written request must be submitted to the ASN or ASN Territories where the suspension is to be recognized.

15.12 Withdrawal of License

When a sentence of suspension is levied against a driver, the driver's competition license must be immediately surrendered to ARMS. Delay in surrendering a license as directed shall automatically result in the extension of the suspension by a period double the period of the delay.

15.13 Banning or Denial of Competition Privileges

Any driver who is banned from competition for a period of time during the current competition year shall immediately surrender their competition license as per 15.12

Any driver who is banned or denied from competition for a full competition year shall not be eligible to apply for an ARMS Regional Road Race License..

A notice of banning or denial of competition privileges should be sent to the recipient by a registered delivery method within 72 hours of being pronounced.

A sentence of banning or denial of competition privileges pronounced by ARMS will be apply to all ARMS motorsport disciplines.

A sentence of banning or denial of competition privileges pronounced by ARMS shall only apply within ARMS.

If, however, ARMS wishes the sentence of banning or denial of competition privileges to be recognized by other ASN's or other ASN Territories a formal written request must be submitted to the ASN or ASN Territories where the suspension is to be recognized.

15.14 Exclusion

A sentence of exclusion may be pronounced only by ARMS.

A sentence of exclusion shall entail the permanent loss for the person excluded of any right to take part in any capacity whatsoever in any competition.

15.15 On-Track Technical Infraction

A Black flag with an orange disc accompanied by the car number will be displayed. Drivers are required to report to the pit immediately. i.e.: body work loose or falling off or other mechanical issues that can or could pose a danger to the driver and other competitors,

15.16 Disciplinary Action

Participants who display a disregard or repeated disregard for regulations, or who by their conduct display unsportsmanlike conduct are subject to disciplinary proceedings.



ARMS at its discretion may commence a Disciplinary Action at a competition.

The results of a Disciplinary Action are final and any orders or penalties applied to a competitor are binding upon the parties.

15.17 Probation

Probation may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director with conditions applied as part of a drivers continued participation, or result from a Disciplinary Action or Appeal Proceedings.

ARMS will record any probation in a driver's file. Failure to comply with the terms of probation shall be reason for further penalties. ARMS may review any probation before its expiration.

15.18 Notice of Penalty

The Steward(s) and/or the Clerk of the Course/Race Director may give verbal notice of penalty to any participant. Penalties issued to a driver at an event shall be noted on the Official Results and posted on the Official Notice Board. The penalty should be recorded on a Notice of Penalty (or facsimile) and/or in the Race Control Log.

When a competitor is excluded from a class or an event they may request a Notice of Penalty Form (or facsimile). Every effort must be made to give the form to the competitor before they leave the circuit where the event is being held. If this is not possible, the form will be sent by the best available method including mail, courier, fax or email not more than 72 hours after completion of the event. Late or non receipt of a Notice of Penalty Form does not nullify the penalty.

The Notice of Penalty must refer to the specification/regulation in the ARMS Regulations, ARMS Road Race GCR, Series Regulations or any Event Supplemental Regulations in force for the event that resulted in the exclusion. It must be signed by the Steward(s) and/or the Clerk of the Course/Race Director. One copy must be presented to the Driver of Record, one copy must be kept by the Steward(s) and/or the Clerk of the Course/Race Director, one copy must be given to Timing & Scoring and one copy to the organizer.

A copy of the Notice of Penalty Form must be attached to the Steward(s) and/or the Clerk of the Course's/Race Director's Event Report if one is written.

15.19 Publication of Penalties

ARMS reserves the right to publicize a notice that it has penalized any person or organization and to state the reasons therefore. The persons or body referred to in the notice shall have no right of action against ARMS, or its officials, or against any person publishing or printing such notice, and may incur further penalties if such action is taken.

15.20 Removal Or Completion of a Penalty

ARMS may remove a penalty, and/or upon completion of a penalty, will notify the person incurring the penalty that penalty has been rescinded or that the penalty has been served.

15.21 Reinstatement of License After Completion of a Penalty

A written letter requesting reinstatement of a competition license after the completion of a Suspension or Banning of Competition Privileges penalty must be submitted to the Race



Director, by the individual requesting reinstatement. The Race Director at their discussion will recommend to the ARMS Regional License Registrar whether or not to reinstate the competition license for the individual in question.

16 OFFICIALS

16.1 Chief Officials

16.1.1 The staff of Chief Officials, whose duty it may be to direct the control of the Event, may include:

- a) Stewards of the Event;
- b) Clerk of the Course;
- c) Assistant Clerks of the Course;
- d) Secretary of the Meeting;
- e) Chief Medical Officer
- f) Chief Timekeeper;
- g) Chief Scrutineer;
- h) Chief Pit Lane Official;
- i) Chief Starter;
- j) Judges of Fact;
- k) Chief Course Marshal;
- l) Chief Grid Marshal;
- m) Chief Registrar

16.1.2 They shall be termed "Officials" and may have assistants to whom any of their duties may be delegated. Chief Officials shall be at least eighteen (18) years of age.

16.1.3 Clerks of the Course, Assistant Clerks of the Course, Stewards of the Event, Scrutineers, Pit Lane Officials and Marshals shall hold ARMS licenses as outlined in 16.16 of these Rules and Regulations.

16.2 Required Officials

16.2.1 Required Officials

- a) At Events other than Driver Schools, there shall be at least three Stewards of the Event, a Clerk of the Course, a Chief Medical Officer, a Scrutineer, a Timekeeper and Judges of Fact. ARMS may, at their discretion, increase or reduce the number of Stewards required.
- b) At driver schools, there shall be at least one steward of the event and a Chief Instructor.

16.2.2 Appointment of Officials

The Stewards of the Event shall be nominated by ARMS. The organizers, subject to the approval of ARMS shall nominate all other Officials.

16.2.3 Plurality of Duties



The same person may hold more than one Official position except that the Clerk of the Course and the Stewards of the Event shall have no plurality of duties.

16.3 Duties and Powers of the Stewards

16.3.1 It is not interpreted by the GCR that Stewards of the Event must be present for the whole of the Event but they shall be present at the time and place designated for the hearing of protests. In an Event comprising of several Competitions there may be different Stewards of the Event for each Competition. When ARMS has assigned more than one Steward, ARMS shall appoint one Steward as chair of the Stewards of the Event. The Stewards of the Event shall act as a committee.

16.3.2 The Stewards of the Event have power in accordance with the GCR to:

- a) settle any protest or dispute arising during an Event, subject to the right to appeal;
- b) impose any penalty permitted by the Regulations;
- c) prohibit from competing any Driver who, or any Car which, they consider to be dangerous or is reported as such by the Clerk of the Course;
- d) order the removal from the Course and its precincts any person who refuses to obey the order of a responsible Official or of a public safety officer;
- e) hear and act on "Requests for Action" from the Clerk of the Course
- f) in the case of Force Majeure or for a breach of safety regulations, either postpone, abandon, or stop a Competition.
- g) The Stewards of the Event may then declare the Competition "no contest" and arrange for it to be re-started or alternatively declare the Competition concluded and determine the results based on the Competitors' positions at that time;
- h) appoint a temporary substitute or substitutes to replace any Steward not able to perform the prescribed duties;
- i) enquire into allegations of reckless driving and, if appropriate, refer the matter to ARMS for a disciplinary hearing.

16.3.3 The following authorizations may be made by the Stewards only at the request of the Clerk of the Course:

- a) authorize modifications to the Supplementary Regulations for reasons of safety or Force Majeure;
- b) alter the schedule;
- c) authorize the alteration of the composition of, or the consolidation of, heats;
- d) authorize a change of Driver or Car;
- e) authorize the modification of the position of the starting or finishing lines where necessary to ensure reasonable safety for Drivers and spectators;
- f) authorize the amendment of the results of a Competition, based on a correction by the Chief Timekeeper, or to take into account a time, distance or lap penalty assessed against a Competitor, or to change the finishing positions in case a Competitor has been excluded

16.4 Duties of the Clerk of the Course (the Clerk)

16.4.1 The clerk shall be present throughout the competition in order to carry out the specified duties. In the case of an event comprising several competitions there may be a different clerk of the course for each competition. The clerk of the course



shall hold a clerk of the course licence issued by ARMS and valid for that grade of event. See 16.15 here to. The clerk is responsible for executing the event and other activities safely and in accordance with the regulations, by controlling drivers, their cars, the officials, and workers from the commencement of activities until the time for protests from the last competition has expired and shall:

- a) ensure that all relevant regulations are complied with and that all the equipment needed to do so is at hand or in use as appropriate;
- b) keep order in conjunction with such police authorities as have undertaken the policing of the event and who are specially responsible for public safety;
- c) ascertain whether Officials are at their posts, and report the absence of any of them to the Stewards of the Event;
- d) ensure that all Officials are provided with necessary information;
- e) prevent an ineligible Driver or Car from competing;
- f) ensure that a Competitor unable to produce any document necessary to prove his/her eligibility at an Event does not compete without the approval of the Stewards of the Event;
- g) ensure that accidents or incidents involving competing vehicles are reported to the Stewards of the Event and the Chief Scrutineer, and that the Chief Medical Officer is informed if any Competitor is injured;
- h) report to the Stewards of the Event before the start of the Event that the conditions of the permit and Course license (where appropriate) have been fulfilled. Before making such a report the Clerk of the Course, or an appointed deputy, shall inspect the Course and its installations;
- i) convey to the Stewards of the Event any proposal to modify the schedule of Competitions;
- j) receive protests from Entrants or Drivers and immediately transmit them to the Stewards of the Event;
- k) collect all reports and other official information necessary for the determination of results;
- l) prepare, or arrange with the Secretary of the Meeting to prepare any information necessary to enable the Stewards of the Event to complete their report;
- m) convey to the Stewards of the Event a report of any breach of the Regulations or of any misbehavior of any Entrant, Driver, Crew, Official, or worker. This report may be accompanied by a "Request for Action";
- n) assess the recommended minimum penalties as defined in Section 15 and Appendix "G" for breaches of these regulations reported by a Judge of Fact. A written report, including any documentation, of these penalties shall be filed with the Stewards of the Event.
- o) make arrangements in conjunction with the Chief Medical Officer for medical checks to be carried out in respect of narcotics, dangerous drugs or alcohol;
- p) authorize removal of technical inspection stickers;
- q) direct Cars to be impounded at any time during the Event;
- r) at his or her discretion and without necessarily receiving a request to do so, order disassembly and inspection of any entered Car to ascertain its conformance with the Regulations.



- s) order the display of the Red or Black Flag when it is necessary to stop a Competition.

16.4.2 Request for Action

The Clerk of the Course may submit to the Stewards of the Event a "Request for Action" describing a suspected breach of the Regulations or of misbehavior by any Participant. The Stewards of the Event shall act on this request in the same manner as they would act on a protest, and shall have the same authority to levy penalties as in protest

16.5 Duties of the Secretary of the Meeting

16.5.1 The Secretary of the Meeting shall be responsible for the organization of the Event as regards all planning required in connection therewith:

- a) the Secretary shall ensure that the Officials are acquainted with their duties and are provided with the necessary equipment;
- b) the Secretary shall be present throughout the Competition in order to assist the Clerk of the Course and the other Officials in running the Event;
- c) the Secretary shall be responsible for all paperwork prior to the Event;
- d) the Secretary shall maintain the official notice board;
- e) the Secretary shall be responsible for supplying the Stewards of the Event, prior to the commencement of the Event all appropriate documents, including a copy of the Supplementary Regulations.

16.6 Duties of the Chief Timekeeper

16.6.1 The Chief Timekeeper shall be responsible for all timekeeping and lap scoring for the Competition.

The principal duties shall be:

- a) to use only such apparatus for timing as is approved by ARMS;
- b) to register such times as are appropriate having regard to the conditions of the Competition, or as required by the Clerk of the Course;
- c) to prepare and sign reports relating to the timing and lap scoring and to send them, with all necessary supporting documents to the Clerk of the Course;
- d) to send on request the original time sheets either to the Stewards of the Event or to ARMS;
- e) to communicate any times or results only to the Stewards of the Event and the Clerk of the Course or in accordance with their instructions;
- f) The Chief Timekeeper shall be the Judge of Fact in respect of timing and lap scoring matters.

16.7 Duties of the Chief Scrutineer

16.7.1 The Chief Scrutineer shall ascertain that all Cars comply with the Regulations. Specifically, he or she shall:

- a) approve Cars that comply with all safety regulations;



- b) check that all Drivers are equipped with the approved safety equipment required by the Regulations;
- c) conduct inspections of Cars at the request of the Clerk of the Course;
- d) report to the Clerk of the Course any Cars which do not conform to requirements of the Regulations;
- e) communicate official information only to the Clerk of the Course, the Stewards of the Event and ARMS.

16.7.2 The Chief Scrutineer shall make a written report to the Clerk of the Course in respect of all Cars examined noting those approved and those rejected and, where applicable, the reasons for rejection.

16.7.3 The Chief Scrutineer of the Event shall be the Judge of Fact in respect of Car eligibility.

16.8 Duties of the Chief Pit Lane Official

16.8.1 The Chief Pit Lane Official shall ensure that pit procedures as laid down in the Regulations are adhered to, and shall specifically:

- a) observe all refuelling and/or repairs of Cars during a Competition;
- b) ensure that the maximum number of Crewmembers specified in the Regulations is not exceeded;
- c) immediately report to the Clerk of the Course any infringement committed by a Competitor;
- d) enforce all Pit regulations as specified in the Regulations;
- e) set up and control pit speed measuring devices.
- f) The Pit Lane Officials shall be the Judges of Fact in respect of Pit Lane rule violations.

16.9 Duties of the Chief Starter

16.9.1 The Starter shall operate directly under the supervision of the Clerk of the Course.

16.9.2 All competing Drivers shall be under the orders of the Starter; from the time the Cars are placed in their starting positions ready to start, until the Competition is completed and all competing Cars have left the course.

16.9.3 It shall be the starter's responsibility to start the Competition with the starting flag and end the Competition with the checkered flag

16.9.4 In the event of inclement weather and under instruction from the Clerk of the Course, the Starter shall display a "Lights On" sign. The Starter may also be required, under the direction of the Clerk of the Course, to display various other flags.

16.9.5 The numbers and letters used by Starters shall meet these standards:

- a) They shall be no less than 200mm (8in) high with a 38mm (1 1/2in) stroke;
- b) The distance between them shall be no less than the stroke of the digits or letters;



- c) They shall be shown on a contrasting background measuring 60cm x 80 cm minimum.

16.9.6 The Chief Starter of the Event shall be the Judge of Fact in respect to starts.

16.10 Duties of the Chief Medical Officer

16.10.1 The Chief Medical Officer shall:

- a) be satisfied that all medical facilities and vehicles are adequately equipped and staffed in accordance with Appendix "H" hereto;
- b) prepare a duty roster, particularly ensuring that at least one doctor is always on call in Race Medical;
- c) allocate duties to all medical staff, ensuring that they are adequately equipped and are familiar with the Course, the means of access to all points in the area under their charge, and the method of summoning assistance and of handling casualties;
- d) ascertain from the Clerk of the Course the locations specified for Emergency vehicles;
- e) ensure that all Medical personnel are aware of the method of calling aid and of handling casualties and ensure that the Basic Life Support Ambulance may depart from the Course only on his/her instructions;
- f) ensure that the Drivers of ambulances and emergency vehicles are fully aware of the need at all times to preserve free access for their vehicles to the Course and that they may not cross or proceed on the Course until instructed to do so by the Clerk of the Course;
- g) ensure, in conjunction with the Clerk of the Course, that all personnel concerned at all points where ambulances may have to cross the Course, are prepared to handle such a situation safely and expeditiously;
- h) see that the Race Medical is open and staffed;
- i) report to the Clerk of the Course when the above points have received attention and he/she is satisfied that the medical organization is adequate for Competition to begin;
- j) when appropriate, notify local hospital authorities of the time and date of the Event so they might anticipate the transfer of any sick or injured persons;

16.11 Duties of the Judges of Fact

16.11.1 Judges shall adjudicate on:

- a) false starts;
- b) finishing order;
- c) violation of Pit Lane rules;
- d) blend line infractions.
- e) any other facts to be judged as specified in the Supplementary Regulations

16.11.2 A protest or appeal may not be made against the decision of a Judge, which shall be accepted as a fact and shall be final unless corrected as hereinafter provided.



- 16.11.3 The decision shall not constitute a statement of results, nor shall the Judge be empowered to impose a penalty.
- 16.11.4 Judges will report to the Clerk of the Course for the necessary action to be taken.
- 16.11.5 The Judge with the approval of the Stewards of the Event may correct a mistake by a Judge.
- 16.11.6 An Assistant Judge may be appointed to assist a Judge, or in the case of absolute necessity, to replace him/her. In the Event of disagreement, the Judge shall give the decision.
- 16.11.7 In all cases where a penalty has been imposed as the result of a decision of a Judge, an appellant against the penalty shall be allowed full disclosure of all written or mechanical evidence available.

16.12 Duties of Observers

- 16.12.1 The Observers shall occupy posts along the Course assigned to them. Observers are under the orders of the Clerk of the Course, to whom they shall report by any means at their disposal (telephone, radio, courier, etc.) all incidents which occur on the section of the Course for which they are responsible.
- 16.12.2 Course Marshals may also act as Observers.

16.13 Duties of the Chief Grid Marshal

The Chief Grid Marshal shall be responsible for placing Cars in their grid positions on the mock grid and/or real grid. He/she shall ensure that all Cars entering the Track bear the scrutineering sticker indicating that they have entered and been scrutineered, and shall control entry to the Track at all times.

16.14 Duties of the Chief Registrar

The Chief Registrar shall be responsible for checking, accepting and processing all entries and credentials for Drivers, crew, Officials, and all Participants, and for posting all required signs/placards in the registration area.

16.15 Duties of the Chief Course Marshal

- a) The Chief Course Marshal shall ensure that all corners are properly manned and equipped.
- b) The Chief Course Marshal shall convey any information deemed necessary to Race Control.
- c) The Chief Course Marshal shall ensure that copies of the communication log are given to the Stewards.
- d) The Chief Course Marshal shall appoint senior marshals to each marshal Station. These persons shall have a record of experience for this position. Senior



marshals shall be in complete charge of stations, and shall be responsible for the proper conduct of marshals in their charge.

16.16 Race Official's Licenses

Clerks of the Course, Assistant Clerks of the Course, Stewards of the Event, Scrutineers, Pit Lane Officials and Marshals shall hold ARMS Licenses. (See " Para. 4.1.3 Officials "of these Rules and Regulations)

16.16.1 Officials' Licence Grades

There shall be two levels of licenses for Clerks of the Course, Assistant Clerks of the Course, Stewards of the Event, Scrutineers and Pit Lane Officials:

- a) Grade A licence for Chief Race Officials.
- b) Grade B licence for Assistant Race Officials and Chief Race Officials at Drivers' Schools.

16.16.2 Officials' Licence Requirements

16.16.2.1 Licence holders shall be affiliated members of ARMS-affiliated clubs.

16.16.2.2 Licence holders shall receive one signature on their Officials' Log Card from their department head or supervising Official per ARMS Race Event. One-day attendance shall qualify for a signature.

16.16.2.3 Licence holders shall submit a copy of their Officials' Log Card as the record of events worked when renewing a licence.

16.16.2.4 Licence holders wishing to renew a licence and who do not have the required number of signatures may apply to ARMS for individual evaluation.

16.16.3 Steward, Clerk of the Course and Scrutineer Licence Requirements and Progression

16.16.3.1 For a Grade B Licence the candidate shall:

- a) provide a written resume of his/her motorsport experience, including personal skills which will aid in the function of a Steward, Clerk or Scrutineer.
- b) attend a ARMS Stewards', Clerks' or Scrutineers' training class. Curricula for these training classes may be found in the ARMS Officials Training Manual.
- c) satisfactorily complete the written open-book test.

16.16.3.2 For a Grade A Licence the candidate shall:

- a) perform the duties of a B licensed Official in a competent manner at a minimum of three events peryear for a minimum of two years
- b) demonstrate a complete understanding of the role of a Steward, Clerk or Scrutineer at a ARMS Race Event.
- c) demonstrate leadership qualities.
- d) demonstrate an advanced knowledge of all ARMS rules and procedures.

To renew an A or a B licence, the holder shall work as a licensed Official in a competent manner at a minimum of two ARMS Race Events per year with at least one in the



specialty. It is advantageous to attend some events organised by clubs other than the licence holder's club.

16.16.4 Pit Official Licence Requirements and Progression

16.16.4.1 For a Grade B Licence the candidate shall:

- a) attend a ARMS Pit Official training class. Curricula for these training classes may be found in the ARMS Officials Training Manual.
- b) satisfactorily complete the written open-book test.

16.16.4.2 For a Grade A Licence the candidate shall:

- a) perform the duties of a B licensed Official in a competent manner at a minimum of three events per year for a minimum of two years
- b) demonstrate a good understanding the role of a Pit Official at a ARMS Race Event.
- c) demonstrate leadership qualities.
- d) demonstrate an advanced knowledge of Pit rules and procedures and all other rules which might apply to the pits.

To renew an A or a B licence the holder shall work in a competent manner as a licensed Official at a minimum of two ARMS Race Events per year with at least one in the in the specialty. It is advantageous to attend some events organised by clubs other than the licence holder's club.



APPENDIX A – How to get Involved

This information is for the new motorsport enthusiast that is interested in getting involved in Sedan Road Racing and/or participating in an on-track Lapping Event in Atlantic Canada.

HOW DO I GET INVOLVED ?

STEP 1 - Join one of the eleven motorsport clubs under ARMS. The clubs are:

Atlantic Formula Racing Association <http://www.atlanticformularacing.com>

Atlantic Motorsport Karting Association <http://www.amka.ca>

Atlantic Region Race Control Association <http://www.arrca.ca/>

Atlantic Sports Car Club <http://www.ascc.ca>

Bluenose Autosport Club <http://www.bluenoseautosport.ca>

Championship Kart Racing Association <http://www.ckranb.ca/>

Fredericton Motorsport Club <http://www.fmc-inc.net/>

Moncton Motorsport Club <http://www.mmsc.ca/>

New Brunswick Sporting Car Club <http://www.armsinc.ca/nbscc/>

Vinland Motorsport Club <http://www.vinland.ca/>

Download an ARMS Motorsport Membership Club form: <http://armsinc.ca/applications/index.html>

The Club's mailing addresses are on the form.

STEP 2 - Participate in a performance driving school. There is usually one school put on each year by **ARMS**. Once you pass the course, you will be issued a Novice Regional Road Race License and can start competing in ARMS sanctioned Road Racing events. You will be competing under probation for a minimum of three Regional Race weekends. Then you will be issued a full Regional Road Racing License. To Participate in a school, you will require a suitable street car that is mechanically sound, an approved helmet, club membership, & ARMS medical. The medical is required so that ARMS knows that you are healthy for this course and are not a health safety hazard to yourself as well as others. The ARMS medical forms can be down loaded here: <http://armsinc.ca/applications/index.html>

To find out when the next school is, contact the Chief Instructor, Derek Lugar at info@vantagemotors.com

WHAT IS A LAPPING EVENT (HPDE) ?

The purpose of a Lapping Event or commonly referred to a High Performance Driving Event (HPDE) is to provide ARMS members with a non-competitive and controlled environment, where they can enjoy their cars more safely, and with the hopes that they will improve their driving skills. Novice drivers are required to successfully master the basics before they are allowed to drive in an intermediate level group. All drivers are required to operate their vehicles within the rules, and within the limits of the marked course. Failure to do so compromises the integrity of the program and will not be tolerated. The ARMS administration strives to promote qualities like good judgment, responsibility, and safe driving, both on the track and on the highways.



The HPDE program has proven that drivers of young and old alike, can share the tremendous enjoyment of “pushing the envelope” while learning just as much about themselves, as they do about their cars.

STEP 1 - Join one of the eight motorsport clubs under ARMS. The clubs are listed above.

STEP 2 - Participate in a performance driving school or Lapping Event School. There is usually two or three schools put on each year by one of the Motorsport clubs above. Once you pass the course, you will be issued a Lapping Card. Alternatively, a student can pre-arrange to have a one-on-one instruction on the track, in any Lapping event by a qualified instructor.

To Participate in a Lapping event school, you will require a suitable street car that is mechanically sound, Snell rated helmet, club membership.

With a valid Lapping Card, you are permitted to enter any Lapping Event on the schedule. Each Lapping Event usually only costs only \$60 for 4 hours of track time or \$80 for a full day.

WHAT ARE ALL THE COSTS TO GET INVOLVED IN ROAD RACING?

Approximate minimal costs are as follow:

Motorsport Club is approx. \$30.00/year

ARMS Medical \$0-40.00 by your own Doctor (you may have it done for free depending on your Doctor)

Performance Driving School \$175.00 to \$250.00

Nomex Suit & helmet \$1000.00 (there are used items usually for sale)

After your first year (and you obtain your full competition license), the costs to maintain your Competition License is as follows:

Motorsport Club membership is approx. \$30.00/year

ARMS Medical \$20.00-40.00 by your own Doctor (required only every 5th year unless you are over 35, or every 2nd year if between 36 and 59, or every year if 60 or older)

ARMS Competition License \$80.00

AMP Track fund \$50.00

ARMS car number \$10.00

ARMS Regional Race Series Gate fee \$10.00

Regular Regional Race Event Entry Fee - \$T.B.A. (for Regional Race License holders)
\$100 (for all Rookies during their first year)

AT THIS TIME I CAN'T ACTUALLY RACE. CAN I STILL PARTICIPATE ?

Yes. There are several ways you can get involved in ARMS events.

Become a volunteer. ARMS is always looking for volunteers to help put on these Road racing events.

Contact the officials at: http://armsinc.ca/contact_information.htm

Become a track corner marshal. The Atlantic Regional Race Control Association (ARRCA) is the organization that controls all the racing while the race cars are on the track. They are the corner marshals that operate the flags. It's the best way to get close to all the action. To get involved, contact Jeff Wright.

website link to ARRCA: <http://www.arrca.ca/>

Become a race team crew member. Many race teams are always looking for volunteers to help on their team. It's one of the best ways to learn Road Racing and participate. Just show up at the track and ask some of the teams if they need help.



APPENDIX B – Links to ASN Medical Forms & Waivers

ASN Medical form

http://www.asncanada.com/2008_Licence_Forms/ASN_Medical_Form.pdf

ASN Medical Self Declaration form

http://www.asncanada.com/2008_Licence_Forms/ASN_Medical_Self-Declaration.pdf

ASN Parental Consent for Race License form – under age of majority

http://www.asncanada.com/2009_Insurance_Documents/ASN_English_Parental_Consent_Waiver.pdf



APPENDIX C – ARMS RACE LICENSE FEES

RACE LICENSE FEE:

Race License	\$80.00
Car Number	\$ 10.00
MCCA (Member Capital Cost Account)	\$ 50.00
<u>Regional Race Gate Fee</u>	<u>\$ 10.00</u>
Total	\$150.00

NEW DRIVER SUBSIDY:

Race entry fee only \$100.00 per event for the first year.

This offer is also available for any driver who has not competed in a Regional or Enduro in the past 5 years as of Jan 01, 2011.

SPECIAL EVENT ONE DAY RACE LICENSE AND MEMBERSHIP:

At the discretion of the ARMS Executive Special Event One Day Race Licenses and One Day Memberships may be granted. All the requirements for regular full Licenses and Memberships apply to these Special One Day Licenses and Memberships.

These Special Event One Day Race Licenses and Memberships would be applicable to one-of type events such as the Jack Canfield Memorial 3 hr Enduro.

Special Event One Day Race License fee	\$20.00
Special Event One Day Membership fee	\$12.50



APPENDIX D – ASN Canada FIA Junior Race License bulletin



ASN CANADA FIA
2155 Leanne Boulevard, Suite 115
Mississauga, Ontario, Canada L5K 2K8
Telephone: (905) 403-9000
Fax: (905) 403-8448
E-mail: asncanada@rogers.com
Website: www.asncanada.com

April 8, 2010
Competition Bulletin
Change in Automobile Driver Race Licence Age Eligibility
CRITERIA FOR JUNIOR RACE LICENCES

In keeping with a global trend endorsed by the FIA and many sanctioning bodies around the world, ASN Canada FIA is lowering the minimum age for issuance of an automobile race licence.

With immediate effect, a fifteen year old may apply for a Junior Regional Automobile Race Licence subject to the following conditions.

All applicants must:

1. Have achieved their fifteenth birthday – no exceptions.
2. Produce a valid karting licence issued by ASN Canada FIA or an ASN-affiliated kart club, and proof of competing in at least two full seasons of ASN-sanctioned kart racing.
3. Have successfully completed an ASN-recognised race driving school.
4. Have passed the normal ASN medical examination for a first-time application.

Successful applicants may be issued Junior Regional Race Licences by their Territories of residence, and if approved will be eligible to participate in Regional race activity in the following classes:

Open wheel: Formula 1200, Formula 1600, Formula BMW, or equivalents of no greater performance.

Closed wheel: Cars under 2000cc, naturally aspirated only.



Cars being driven by junior drivers will be so identified by means of a rearward facing sign 20cm (8in.) in diameter with white letter "J" on a red background. The sign must be clearly visible to following vehicles.

All junior drivers will be under strict observation by the stewards of any race event entered and, at the sole discretion of the race officials, may be ordered off the track at any time if their actions are deemed to be a danger to themselves or to other participants.

l'Autorité Sportive Nationale du Canada de la Fédération Internationale de l'Automobile Inc.



APPENDIX E – INQUIRY, PROTESTS & APPEALS

1. INQUIRY

1.1. Inquiry

Drivers, or their parent/guardian if the driver is under the age of majority in the province of jurisdiction, may make a verbal Inquiry of the Steward(s) and/or the Clerk of the Course/Race Director of the event within fifteen (15) minutes of the completion of the heat, race, post-race technical inspection or announcement and/or posting of official results in question, to ensure that facts are known and there is a need to protest, prior to submitting a Protest Form.

At any Inquiry about an on-track incident, the driver must be present. If the driver is under the age of majority in the province of jurisdiction, and the parent/guardian is making the Inquiry, the driver must accompany them. In all situations, the track session must be over before an Inquiry can be made.

An Inquiry regarding on-track activity should detailed be on the ARMS Inquiry form. A brief description to be provided including the competition number of other vehicle(s) involved, lap number, time and the reason for the Inquiry. Incomplete inquiries will not be considered. The driver or their parent/guardian to submit the Inquiry to the Steward(s) or Race Director/Clerk of the Course within fifteen (15) minutes of the end of the session in which an incident is alleged to have occurred or penalty was issued.

The Steward(s) and/or the Clerk of the Course/Race Director may initiate an investigation resulting from an Inquiry. Interviews of participants or witnesses may be conducted. All evidence available including videotape, digital video and digital still images may be examined prior to accepting or denying to accept a protest. As a result of the investigation penalties may be applied if a protest is accepted or not, or if a hearing is held or not.

2. PROTESTS

2.1 The Right Of Protest

The right to protest lies solely with drivers who may consider themselves aggrieved by any decision, act or omission of a promoter, organizer, official, entrant, driver, or other person connected with any competition in which they are taking part, except that there shall be no right to protest against refusal of an entry, nor where otherwise expressly prohibited by these Regulations. The onus is at all times on the driver, as the protestor, to establish the exact terms of the protest. The right to protest shall be predicated only on a protest being well founded. The Steward(s) shall review submitted protests and deem them well founded or not.

A well-founded protest is defined as being reasonable, logical, based on relevant facts and supported by relevant evidence.

A fact is defined as something that can be proven, and evidence is defined as that which supports fact, logic or reason.

Protests that are deficient in reason, logic, facts or evidence may be deemed as not well founded, and may be denied by the Steward(s) and the protest fee may be retained.

Hearsay, conjecture and unsupported opinion may be considered vexatious.



Vexatious is defined as of little or no significance or importance, annoying, disturbing.

Protests that are deemed not well founded, may also be vexatious and may be denied. In such instances the protest fee shall be retained, and further penalties may be applied.

Drivers must remain at a competition and be easily contacted until any protest period relating to their competition has elapsed. No substitute representation is permitted.

Participants involved in a dispute or protest shall remain at the racetrack for the protest period, and for any reasonable period of time beyond as may be requested by the Steward(s). Competitors who do not comply or cannot be easily contacted, are subject to judicial proceedings and penalties being applied in their absence. In such cases where penalties are applied, the possibility of appeal is forfeited. Any penalty applied shall remain in force.

Nothing in this Regulation shall affect or prejudice the right and duty of any official to take such action as deemed proper in any circumstance, regardless of whether a protest has been lodged. It is the protestor's responsibility to understand and comply with these Protest procedures, and no claim for misunderstanding of any kind will be accepted.

2.2 Time Limits for Protests

The Steward(s) may extend a time limit but only for reasons of Force Majeure. Otherwise, for a protest to be considered it must be lodged with the Stewards in accordance with the following time schedule;

2.2.1 Protesting The Eligibility of a Vehicle

When the alleged ineligibility of a vehicle, or a component of a vehicle is apparent, within 30 minutes after the end of the track session in which the alleged infraction is observed.

When the alleged ineligibility is not apparent, but it is alleged that the vehicle is performing in a manner which suggests that it is ineligible, within 30 minutes after the end of the track session in which the infraction is alleged to have occurred.

2.2.2 Protesting On-Track Conduct

A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress, within 30 minutes of the end of the track session in which the infraction is alleged to have occurred.

2.2.3 Protesting Results

A protest concerning the results of a qualifying session, within 30 minutes of the posting of the results of the session.

A protest concerning the results of a race, within 30 minutes of the posting of the results of a race.

2.3 Videotape, Digital Video and Digital Still Image Evidence

If a competitor wishes to submit videotape, digital video or digital still images of an incident in support of a protest, it shall be surrendered in its original, unedited format to the Steward(s), within 30 minutes of the end of the session in which an incident is alleged to have occurred.

If a competitor wishes to submit videotape, digital video or digital still images of an incident in defense of a protest, it shall be surrendered in its original, unedited format to the Steward(s), within 30 minutes of the notification of the protest to the competitor.



Competitors submitting videotape, digital video or digital still images shall provide at the same time the means to view the videotape, digital video or digital still images or the videotape, digital video or digital still images shall not be allowed as evidence.

The Steward(s) reserve the right to preview videotape, digital video or digital still images and decide on its acceptance as evidence. This decision shall be final and binding on all parties for the purposes of a protest.

Should a videotape, digital video or digital still images be considered as valid evidence the competitor and/or entrant involved shall be allowed to view the videotape, digital video or digital still images only in the presence of the Steward(s) or a designate.

Once a videotape, digital video or digital still images has been submitted as evidence it shall be impounded, whether accepted as evidence or not, until the time limit for giving Notice of Intention to Appeal has passed and such notice has not been given.

In the event that a Notice of Intention to Appeal is given, the videotape, digital video or digital still images or a copy of the original created by a method approved by ARMS will be held by ARMS until the appeal hearing is conducted.

2.4 Protest of a Vehicle

Only drivers, or their parent/guardian if the driver is under the age of majority in the province of jurisdiction, entered in an event in the same class may protest the eligibility of another vehicle. A protest can only be submitted by an individual, and cannot be collective.

In such cases the protestor shall clearly state the exact Regulation(s) alleged to have been violated, and shall additionally stipulate the component(s) that are to be inspected. Components are defined as and include engine, chassis, tires, bodywork. Such Inspections shall be performed under the supervision of the Technical Delegate. If a decision based on the inspection gives rise to an appeal by either party to the protest, protest fee shall be retained until a final decision is made.

If the vehicle is found to be in conformity, the protestor will forfeit the protest fee to ARMS.

Failure of the entrant and/or driver of a protested vehicle to allow inspection under the terms of this Regulation shall result in immediate exclusion and other penalties applied.

A protest under this Regulation may be reduced in scope by the protestor, but not added to, at the time the fee is paid. Once the fee is paid, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor before the inspection begins.

If a protest under this Regulation is withdrawn completely by the protestor prior to the commencement of the inspection, the Steward(s) shall return the protest fee to the protestor less \$50.00.

2.5 Lodging a Protest

The protest must be submitted on an approved Protest Form (or facsimile) provided by the organizer of the event. The Steward(s) or the Clerk of the Course/Race Director will be provided with copies of the approved Protest Form for distribution by the event organizer.

All protests must be addressed to the Clerk of the Course/Race Director **or the Steward(s)**.

Every protest shall be made in writing, and;



Specifying which part(s) of these Regulations, Club Regulations, Series Regulations or Event Supplementary Regulations considered to have been violated and by whom,

Providing names of witnesses, if any,

Providing videotape, digital video or digital still image evidence if involved,

Signed by the driver or their parent/guardian if the driver is under the age of majority in the province of jurisdiction making the protest,

Accompanied by the required protest fee payable to ARMS

Delivered to the Clerk of the Course/Race Director or the Steward(s) within the time limit specified within these Regulations.

2.6 Hearing of a Protest

The Steward(s) shall hear all protests. The Steward(s) can form a Protest Board to hear protests. All parties concerned shall be given notice of the time and location of the hearing.

The Steward(s) shall determine if the protest was submitted in full accordance with these Regulations. Failure of the protestor to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fee by ARMS

The onus is always on the protestor to properly present a protest, and no claim based on lack of knowledge of these or Club or Series or Event Supplementary Regulations shall be allowed.

The driver and their parent/guardian if the driver is under the age of majority in the province of jurisdiction submitting the Protest must attend the Protest Hearing.

Protestors at a hearing shall themselves (or with the assistance of a designated translator if language difficulties exist) state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witnesses called. Should a protestor designate a translator for purposes of stating or arguing a protest, the words of the translator shall be deemed to be those of the protestor.

In the absence, or undue delay in attendance, of any party to a protest, judgment may proceed by default.

Every effort must be made to handle protests at the event where witnesses can present evidence pertaining to the protests.

2.7 Judgment from a Protest Hearing

All parties concerned shall be bound by the decision given, subject only to the Appeal Proceedings as provided in these Regulations.

2.8 Protest Fees

The fee for a Protest is \$100.00 which must be submitted at the time of submitting the Protest. In all cases a minimum of \$25.00 of a protest fee will be retained by ARMS.

If a protest is upheld the balance will be returned.



If the protest is deemed to be not well founded, the entire fee will be retained by ARMS.

If the protest is deemed vexatious the protestor shall be deemed guilty of a breach of these Regulations, shall forfeit the protest fee, and may be further penalized for this breach.

2.9 Notice of Decision

When a decision is made on a protest the person submitting the protest will be given a written explanation of the decision by the Steward(s) and/or the Clerk of the Course/Race Director and/or the Technical Delegate if the protest is resolved at the event. If the protest can't resolved at the event it may be forwarded by the Steward(s) to the sanctioning body, affiliated club or organization having immediate jurisdiction for resolution. The status of the protest or the decision will be explained in the Steward(s) and/or the Clerk of the Course's/Race Director's Event Report.

A copy of the explanation must be attached to the Steward(s) and/or the Clerk of the Course's/Race Director's Event Report if one is prepared.

Every effort must be made to resolve the protest before the competitor leaves the circuit where the event is being held. If this is not possible, the competitor will be informed by the best available method including mail, courier, fax or email by the sanctioning body, affiliated club or organization having immediate jurisdiction not more than 72 hours after completion of the event of the status of the protest and how and when the protest is expected to be resolved.

Late or non-receipt of a Notice of Decision form does not affect the validity of the decision.

2.10 Publication of Judgments

ARMS shall have the right to publish or cause to be published a judgment of a protest and to state the names of all parties involved. The persons or bodies referred to in such a notice shall have no right of action against the ARMS or against anyone printing or publishing said notice.

3 APPEALS

3.1 Request For Appeal

Except where excluded in these Regulations, a driver or their parent/guardian if the driver is under the age of majority in the province of jurisdiction may submit a Request For Appeal of a decision that was rendered by a Race Official in the form of a written letter.

The fee for a Request For Appeal is \$200.00 which must be submitted at the time of filing a Request For Appeal.

In all cases a minimum of \$50.00 of the Appeal fee will be retained by ARMS. If a decision is in favor of the appellant, or the Request For Appeal is not allowed the balance will be returned to the appellant.

A Request For Appeal does not mean the Appeal will be allowed automatically.

Appeal proceedings of ARMS are designed to expedite sporting disputes in a timely and efficient manner and do not necessarily follow practices or formalities normally associated with those of the legal profession.



It is the appellant's responsibility to understand and comply with these Appeal procedures, and no claim for misunderstanding of any kind will be accepted.

3.2 Grounds for Appeal Requests

The grounds for a Request For An Appeal are any of the following allegations;

- 3.2.1 The Race Official has dealt with the case using improper procedures.
- 3.2.2 New substantial evidence and/or expert testimony relating to the case that could not have been readily available at the time of the application of the original decision by the Race Official.

An Appeal will not be granted for a repeat presentation of the original protest.

3.3 Time Limit

The Appeal process may not begin until 24 hours after the completion of the event, or 24 hours after the Notice of Penalty is received by the competitor. Upon notification of exclusion, suspension, termination or penalty, an individual shall have the opportunity to request Appeal proceedings, providing such a request is made in writing within 5 days of the notification date of exclusion, disqualification, suspension, termination or penalty.

A Request For An Appeal letter, signed by the appellant, must be submitted in an absolutely clear and legible form otherwise it may be denied without further action.

A Request For An Appeal may be withdrawn with the agreement of ARMS. If the appeal is withdrawn a minimum of \$50.00 of the appeal fee will be retained by ARMS.

3.4 Effect of Requesting an Appeal

Notice of Request For An Appeal shall not affect the validity of enforcement of any decision, penalty or sentence appealed against.

The Steward(s), if notified of intention to submit a Request For An Appeal, may permit a competitor to continue to participate in a competition if the matter arises during the course of an event.

This decision itself cannot be appealed. The Steward(s) **may require that** awards which may be affected by the outcome of the appeal to be withheld pending the outcome of a Request For An Appeal.

3.5 Required Submissions

A Request For An Appeal shall only be submitted in person, by mail, courier, fax or email. It is the responsibility of the person submitting the Request For Appeal to confirm that it has been received by ARMS within the time limit.

A Request For An Appeal must contain sufficient information to allow ARMS to determine how a dispute will be managed, and whether or not formal Appeal Proceedings will take place. Failure of the appellant to provide sufficient information will result in the rejection of the appeal without a hearing and forfeiture of the appeal fee.

A Request For An Appeal shall specify in full;

- 3.5.1 The grounds for claiming that the Race Official acted improperly, clearly indicating which part(s) of any Regulations are considered to have been enforced in a manner that was not fair or equitable to the appellant.



- 3.5.2 A complete description of any new evidence and/or expert testimony and how it may affect the original protest decision.
- 3.5.3 A list of witnesses, and their telephone numbers, that the appellant may wish to call, a description of their involvement in the incident in question, and the general nature of their testimony.

The Request For An Appeal shall bear the signature of the appellant or an authorized representative of the appellant accompanied by a letter authorizing the representative to act on behalf of the appellant and shall include the address to which communications should be sent with a telephone number, and a fax number if available.

ARMS reserves the right to preview any videotape, digital video or digital still images submitted and decide on its acceptance as evidence. This decision shall be final.

3.6 Decision to Grant an Appeal

ARMS will decide if a Request For An Appeal is well founded.

Should an appeal not be granted, the appeal fee will be returned less the \$50.00 administration fee.

ARMS reserves the right to settle any dispute that may be referred to in a Request For An Appeal without submitting the case to Appeal Proceedings.

Should ARMS deem that a Request For An Appeal is vexatious in nature the entire appeal fee will be forfeited and further penalties may be applied.

3.7 Appeal Proceedings

An Appeal may be handled administratively by ARMS without a formal hearing.

When a formal hearing is deemed necessary by ARMS, an Appeal Chairperson will be appointed by ARMS. The Appeal Chairperson will attempt to convene and hear an appeal no later than 1 week after the decision to grant an appeal hearing.

Notice to the appellant indicating the time and place for the hearing will be given. It is incumbent upon the appellant to assemble any witnesses at the appointed place and time.

The driver and their parent/guardian if the driver is under the age of majority in the province of jurisdiction who submitted the Request For Appeal must attend the Appeal Hearing.

At a formal Appeal Hearing the appellant may present evidence and may call witnesses. The appellant may have counsel present with the permission of the Appeal Chairperson but must always present their case personally. The Appeal Chairperson may hear evidence and witnesses in any manner deemed by the Chairperson to be appropriate, relevant or necessary.

3.8 Provision for Expedited Appeal

ARMS alone may arrange at its discretion the alteration of the appeal process so as to provide an Expedited Appeal.

An Expedited Appeal may be dealt with by ARMS immediately after a decision of a Race Official has been given, and a Notice of Intention to submit a Request For An Appeal has been submitted by the appellant.



The results of such an Expedited Appeal shall be final and binding on all parties.

3.9 Jurisdiction of Appeal Proceedings

Appointees to Appeal Proceedings shall not participate or sit in judgment if they have taken part as competitors, officials, organizers, promoters or sponsors in the competition which involves the subject of the appeal, or who have been directly involved in the matter under consideration.

3.10 Judgment of Appeal Proceedings

After considering the material deemed relevant to reach a decision, an Appeal Chairperson shall prepare a written judgment. An existing penalty may be nullified, mitigated, affirmed, increased, or a different penalty imposed. A competition cannot be rerun nor an event schedule revised.

3.11 Appeal Judgment is Final

Appeal **judgments** constitute the final court of appeal to settle any dispute arising out of or in connection with a Club or Series competition and no further action may be taken by the appellant.

3.12 Conduct After Judgment

Any participant who, subsequent to an Appeal judgment, discredits or attempts to discredit the judgment shall be subject to disciplinary action.



APPENDIX F – Establishment of the Tear Down Bond

1.1. Establishment of Tear Down Bond:

1.1.1. The bond shall be established by the Stewards of the Meeting after consultation separately with the protestor and the protestee, and with the Scrutineer, and any other experts whose advise the Stewards believe to be useful.

1.1.2. Items covered by the bond may be priced individually, with the consideration given to possible logical linking of some items. The cost schedule shall be set up prior to initiation of the inspection. The bond may be awarded after tear down on a predetermined apportionment basis. Apportionment of the bond after the fact is not permitted, except where the protestor has withdrawn all or part of the protest.

1.1.3. The bond shall be by cash, cheque, or money order.

1.1.4. Where the circumstances warrant, the Stewards of the Meeting shall require the protested party to post bond and / or sign a repair order with a service establishment to cover the costs of disassembly and inspection. The bond shall be established in the same manner as a protestor's bond.

1.2. **Conduct of Inspection:** The inspection and / or disassembly shall be conducted under the Supervision of the Steward of the Meeting and / or A.R.M.S. Regional Race Director. They shall determine which portions of the inspection and /or disassembly, if any, may be observed, and by whom. Any additional item(s) found during the inspection shall be forwarded to the Chief Steward.

1.3. **Refusal to Allow Inspections:** Refusal of an entrant or driver of a protested car to allow inspection under the terms established by the Steward of the Meeting shall result in immediate disqualification, three (3) month suspension and a five hundred dollar (\$500.00) fine. (refer to section 15.14.4 ARMS Regional Handbook)

1.4. **Disposition of Bond:** If the car conforms to the rules, the protestor shall forfeit the bond. If the car does not conform to the rules, the protestor's bond shall be returned, and the protested party shall stand for the expenses. Awarding of the bond on a predetermined apportionment basis is permitted.

1.5. **Time of Disbursement of Bond: Appeal Trust:** The tear down bond shall be forwarded to the ARMS Treasurer to be held in trust until the time limit for Appeal has expired, an appeal has been rejected, or an appeal has been finally decided by the ARMS Inc.

1.6. **Preservation of Evidence:** Any recorded evidence such as technical data or inspections, reports or measurements shall be forwarded to the Stewards of the Meeting with the tear down bond. The Chief Steward shall accept any parts found illegal and tendered by the owner for safekeeping pending appeal. The Steward of the Meeting shall have the authority to impound parts found illegal.

APPENDIX G – ARMS Standard Road Race Penalties

The following are to be considered minimum penalties. More severe penalties may be assessed at the discretion of the Clerk of the Course, the Chief Steward and or ARMS.

1.0 Passing Under Yellow Flag Conditions

1.1 During Practice and Qualifying

- a) Upon first offence, the offending driver will have a stop and go time penalty.
- b) Upon second offence, the offending driver shall start the race from the pit lane, last in line to depart.
- c) Upon third offence offending driver shall be excluded from the event, and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.

1.2 During a Race

- a) Upon first offence, the offending driver will have a stop and go time penalty.
- b) Upon second offence, the offending driver will have their official finishing position altered.
- c) Upon third offence, the offending driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.
- d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.

1.3 Relinquished pass

A pass made under a yellow flag if relinquished within half a lap may not incur a penalty.

2.0 Failure to Make Mandatory Pit Stops

Where mandatory pit stops are specified in Series or Supplementary Regulations, failure to make the pit stop shall be result in a ten (10) lap penalty.

3.0 Violation of the Pit Lane Speed Limit

3.1 During Practice, Qualifying and Race

- a) Upon first offence, the offending driver will have a stop and go time penalty.



- b) Upon second offence, the offending driver will have their official finishing position altered.
- c) Upon third offence, the offending driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges.
- d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.

4.0 Black Flag

4.1 Drivers who are shown the Black Flag, for either unsportsmanlike driving, or violation of the competition rules are required to exit onto the pit lane immediately and stop/park in the very first pit spot adjacent to the ARMS official's tower. They shall then wait for instructions from ARMS officials. Under no circumstances shall a competitor proceed back on to the track without approval from an ARMS official.

4.2 Drivers who ignore a black flag shown with the car number for more than 3 laps will be excluded from the results of the competition.

4.3 If a driver ignores a black flag for more than 3 laps the race may be red flagged and the driver will be removed from the track before the race will continue.

4.4 If a driver receives a black flag within the last 3 laps of a race and does not respond to it prior to taking the checkered flag will be considered as having ignored the black flag and will be excluded from the results of the competition.

4.5 There is no excuse for any driver who cannot see a Black Flag shown to them.

5.0 Red Flag

Drivers who pass a car under red flag or in any way otherwise fail to follow red flag procedure will be excluded from the race.

6.0 Pit Maneuver

- a) Upon first offence, the offending driver will be excluded from the race.
- b) Upon second offence, the offending driver will be excluded from the event.
- c) Upon third offence, the offending driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.
- d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.



7.0 Avoidable contact

7.1 During Practice and Qualifying

- a) Upon first offence, the offending driver will have a stop and go time penalty.
- b) Upon second offence, the offending driver shall start the race from the pit lane, last in line to depart.
- c) Upon third offence, the offending driver shall be excluded from the event, and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.

7.2 During the Formation Lap

There is no need for there to be any contact during the formation lap. The offending driver will have their finishing position reduced by 5 positions and or be excluded from the race

7.3 During a Race

- a) Upon first offence, the offending driver will have their finishing position reduced by 5 positions
- b) Upon second offence, the offending driver will be excluded from the race
- c) Upon third offence, the offending driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.
- d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.

8.0 UNSPORTSMANLIKE Conduct

8.1 On Track

- a) Upon first offence, the offending driver may have their official finishing position reduced by 5 positions.
- b) Upon second offence, the offending driver will be excluded from the race.
- c) Upon third offence, the offending driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.
- d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.

8.2 Off Track Driver

- a) Upon first offence, a warning will be given and the offending driver will have their official finishing position reduced by 5 positions for the race immediately prior to the offence.



b) Upon second offence, a fine of \$100 will be given and the offending driver will be excluded from the race immediately prior to the offence.

c) Upon third offence, a fine of \$500 will be given and the offending driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.

d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.

8.3 Off Track Entrant, Pit Crew

a) Upon first offence, a warning will be given and the driver(s) connected with the offending entrant and or pit crew will have their official finishing position reduced by 5 positions for the current race or the race immediately prior to the offence.

b) Upon second offence, a fine of \$100 will be given and the driver(s) connected with the offending entrant and or pit crew will be excluded from the current race or the race immediately prior to the offence.

c) Upon third offence, a fine of \$500 will be given and the driver(s) connected with the offending entrant and or pit crew will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.

d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred

9.0 Abuse - Verbal and Physical – Driver, Entrant or Pit Crew

9.1 Verbal

a) Upon first offence, a warning will be given and a driver will have their official finishing position reduced by 5 positions for the current race or the race immediately prior to the offence. Or the driver(s) connected with the offending entrant and or pit crew will have their official finishing position reduced by 5 positions for the current race or the race immediately prior to the offence..

b) Upon second offence, a fine of \$100 will be given and a driver will be excluded from the current race or the race immediately prior to the offence. Or the driver(s) connected with the offending entrant and or pit crew will be excluded from the current race or the race immediately prior to the offence..

c) Upon third offence, a fine of \$500 will be given and a driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year. Or the driver(s) connected with the offending entrant and or pit crew will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.

d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.



9.2 Physical

- a) Upon first offence, a fine of \$100 will be given and a driver will be excluded from the current race or the race immediately prior to the offence. Or the driver(s) connected with the offending entrant and or pit crew will be excluded from the current race or the race immediately prior to the offence..
- b) Upon second offence, a fine of \$250 will be given and a driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year. Or the driver(s) connected with the offending entrant and or pit crew will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the next 3 events. Including into the following year if less than 3 events remain in the current year.
- c) Upon third offence, a fine of \$500 will be given and the offending driver will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the balance of the current year and remove all points accumulated towards championships in the current year. Or the driver(s) connected with the offending entrant and or pit crew will be excluded from the event and recommendation will be made to ARMS to suspend competition privileges for the balance of the current year and remove all points accumulated towards championships in the current year. The recommendation to ARMS will request that the suspension of competition privileges apply to all ARMS Sanctioned events.
- d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.

10.0 Entering the Paddock

10.1 Entering at the top of the Paddock by the Tower

- a) Upon first offence, a warning will be issued.
- b) Upon second offence, the offending driver will have their official finishing position reduced by 2 positions for the race.
- c) Upon third offence, and the offending driver will be excluded from the race.

10.2 Entering the Paddock at greater than walking speed around the Tech Building

- a) Upon first offence, a warning will be given and the offending driver may have their official finishing position reduced by 5 positions for the race.
- b) Upon second offence, the offending driver will have their official finishing position reduced by 5 positions for the race.
- c) Upon third offence, a fine of \$100 will be given and the offending driver will be excluded from the race.
- d) If the first and second offences occur in separate sessions on the same weekend, penalties shall be imposed as if three (3) offences had occurred.



10.3 Entering the Paddock by coming in Pit Lane from the wrong Direction Without Permission

The offending driver will be excluded from the race.

11.0 Sound Control

If a car registers over sound, it will not be black flagged for the first occurrence. Once a car is black flagged, it cannot re-enter the course until its crew attempts to remedy the problem [7.8].

Three over sound readings will trigger a black flag.

A car black flagged for sound during qualifying will lose all its times set so far in the session.

A car black flagged for sound during a race, will be disqualified.



APPENDIX H – Safety Car Procedure

Safety car to be used for all races starting in 2014

Safety Car Procedure:

If an incident has occurred on course that satisfies the Clerk of the Course's requirements for deployment of the SC; certain procedures will happen immediately and during the course of the SC period to ensure the safety of marshals, other track workers and competitors. For ease of use, a SC period is divided into two sections, the **Recovery phase** followed by the **Race Ordering phase**.

Recovery Phase:

Once the decision has been made to deploy the SC, the following events will occur.

- All corners confirm SC boards and STEADY YELLOW flag is displayed. At this time, Pit Lane is CLOSED for entry. Upon confirmation, SC will deploy from Pit Exit onto the surface at the earliest safe moment to do so. The race order of the first car behind the SC will not be considered at this time. SC maintains 60km/h.
- Recovery vehicles proceed on track to incident and perform recovery. Upon all recovery vehicles clear, the Recovery Phase ends.

Notes: Pit Lane is closed for entry during this period. If a competitor is in Pit Lane, they may rejoin at the end of the line behind the Safety Car at the discretion of the Pit Exit marshal.

Race Ordering Phase:

Upon recovery vehicles confirmed clear of the racing surface, co-ordination will now take place to ensure the leader of the race is the first car following the SC, and to ensure the rest of the field is within a reasonable distance from the leader for the restart of the race.

The following events will occur upon recovery vehicles confirmed clear.

- All corners will remove STEADY YELLOW and maintain display of SC boards. Start/Finish and turn 9 will display Pit Open Boards. At this time, Pit Lane is OPEN for entry.
- On the NEXT pass of the Start/Finish Strait, the SC will manoeuvre to the RIGHT hand side of the race surface and indicate which cars are to overtake. The Safety Car will continue to waive cars past when safe to do so, on the front straight between 3 & 4 and the back straight, until the leader is directly behind the Safety Car (Ex. If the race leader is 3 vehicles behind the SC, the 2 vehicles in front of the race leader will overtake the SC)
- Vehicles that have been released are to proceed as quickly as possible to catch the back of the field. Passing is NOT permitted.
- Upon the two conditions being met; the race leader being the first car behind the SC and the field being an acceptable distance behind the SC, Race Control will inform the SC to switch the lights off the next time past Start/Finish.
- Start/Finish will display the SC IN Flag (Light Blue with diagonal White stripe) at that time to indicate the SC is exiting the racetrack at the end of that lap. All corners will remove SC board.
- SC will enter Pit Lane and the race will resume. All corners displaying WAVED GREEN for one lap.

Notes: ALL RESTARTS WILL BE SINGLE FILE RESTARTS



