



# 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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# 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.

### 1.2.1 Stock Road Race Championship (SRR)

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)

### 1.2.2 Spec Miata Championship (SM)

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)

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

### 1.2.3 Sedan Grand Touring Championships (GT)

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

- GT1
- GT2
- GT3
- GT4
- GT5
- GT6
- ProStock

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 as below:

#### 1.2.3.1 GT Sprint Series A

GT Sprint A Series – 15 lap sprint race (all classes)

#### 1.2.3.2 GT Sprint Series B

GT Sprint B Series – 15 lap sprint race (all classes)

#### 1.2.3.3 Atlantic Challenge Series

Atlantic Challenge Endurance Series – 1-hour Endurance race (all classes)

The Atlantic Challenge Endurance Series shall operate under the following additional rules:

- Includes a mandatory 5-minute pit stop.
  - All competitors must completely stop their race car in pit lane and have a logged lap of 5 minutes plus their fastest lap time..
  - Timing of the 5-minute pit stop is the responsibility of the competitor.
  - The 5-minute pit stop cannot take place during the warmup lap, very first lap or begin after the last 10 minutes of the race have begun.
  - Mandatory pit stops may not begin, but may continue, under safety car or red flag.



- In the event of a red flag, the race lap count shall revert to the previous completed lap of the leader at the time of red. This is advantageous to those already in the pits, but no advantage to those entering pits. Pits do not close.
- Failure to make the pit stop shall result in a ten (10) lap penalty, except in ~~the cases~~ where:
  - the race concludes under safety car or red flag, either by the allotted 1 hour expiring or race officials ending the race for safety reasons.
  - The race resumes from a safety car or red flag state with less than ten (10) minutes remaining on the race clock thus making remaining un-stopped drivers ineligible to make the required pit stop.

In such circumstances, the competitors not having previously made the mandatory pit stop will have their final lap count reduced by four (4) laps with the good faith assumption that they would have intended to make the stop if allowed.
- Driver changes are allowed. However, all points awarded will go to each driver that competes in this race.
- Technical flags (mechanical, driver behavior/warning) do not prevent the driver from completing their allotted pit stop if they are required to come in at the direction of the track staff. Drivers may not begin a pit stop when directed in by the black flag without first completing another lap.

#### 1.2.3.4 Unlimited Series

Unlimited Series – 15 lap sprint race (all competitors combined in a single class)

#### 1.2.4 Open Wheel Championships

The following classes will compete in the OPEN WHEEL CHAMPIONSHIP

- Formula Ford
- Formula Libre
- Formula-BMW

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

The scoring in the various series championships is as follows:

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



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

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~~ competitors must complete a minimum of 50% of the total laps accumulated by the overall winner to be considered a finisher and awarded championship points.

Penalties accumulated in a race that result in the competitor having a net total of fewer than 50% of laps completed shall result in a NS (Not Scored) for that race and the competitor will not score series points.

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

### **2.1.1 Qualifying Points**

Competitors shall be awarded 1 point for qualifying first in class.

## **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**

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:

- ARMS Junior Race License
- ARMS Novice Race License
- ARMS Regional Race License
- 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**

Junior drivers must have achieved their fifteenth (15<sup>th</sup>) birthday, no exceptions. In addition, they must also:

- Provide a valid karting license issued by an ARMS-recognized kart club
- Provide proof of having competed in at least 2 full seasons of ARMS-recognized karting
- Successfully complete an ARMS-recognized race driving school
- Provide completed ARMS medical forms

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

Junior drivers will be under strict observation by track officials and at the discretion of said officials may be ordered off the track at any time if their actions are deemed a danger to themselves or to other participants.

### **3.3.2 Novice License**

Novice drivers are required to 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**

A regional road race license requires the driver to have 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**

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 National License**

Competitors wishing to obtain a Canadian National license must first complete 3 events as a Regional license holder. Upon approval of the event stewards, the Registrar will assist drivers with the national license process. Any fees incurred will be the sole responsibility of the competitor.

### **3.3.6 Hierarchy of Licenses**

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

### **3.3.7 Foreign Race Licenses**

A valid foreign race license may also be considered by ARMS as proof of adequate training for qualification for issuance of an 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 ARMS-recognized Canadian 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 Under 15**

Applicants for their first ARMS race license having reached the age of 15 years and meeting the requirements of the Junior Race License.

#### **3.10.2 Applicants Over 15**

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-recognized karting events.

### **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**

ARMS competition record cards shall be issued with the License.

### **3.15 ELIGIBILITY BY EVALUATION**

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:

- the applicant shall be issued a license
- 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
- 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
- the applicant shall be told to complete one of the available schools recognized by ARMS.

### **3.16 APPLICATION PROCEDURE**

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.

- 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.
- name and date of any motorsport school successfully completed with the certificate if one was available.
- an outline of any experience in motorsport as an official, crewmember, or any pertinent involvement.
- an application for the level of license being requested.

### **3.17 MEDICAL REQUIREMENTS FOR COMPETITION**

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

#### **3.17.1 Duration of Medical Examination Validity**

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.

#### **3.17.2 Authorized Signatories and Forms**

A licensed medical practitioner using only an 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.

#### **3.17.3 Validity from Date of Issue**

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

### **3.18 MEDICAL RESPONSIBILITY OF DRIVERS**

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.

#### **3.18.1 In-Season Injury and Illness**

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.



### **3.18.2 Possible Injury at Events**

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.

### **3.18.3 Failure to Report to Medical Officer when Requested**

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**

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

- 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.
- hold a valid provincial or state driver's license.
- pass a medical prior to participating in any ARMS Driving School. The medical requirements are indicated in Section 3.17.
- see Section 3.3.1 for Junior Driver 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 Application Upon Successful Completion**

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 Novice Road Race License**

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 Novice Road Race Probation**

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 Novice Probationary Period**

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.

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

dated June 11, 2012

### 5.3.2 Driver Suits

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

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

### 5.3.4 Suit and Underwear Condition

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

### 5.3.5 Approved Systems

The following driver suit/underwear systems are approved:

- suits of two layers of approved material worn with approved underwear.
- suits of three layers of approved material.
- suits carrying an SFI 3-2A/1 rating, worn with approved underwear.
- multilayer suits carrying an SFI 3-2A/5 or higher rating.
- 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

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

[https://www.fia.com/sites/default/files/l25\\_standards\\_for\\_helmets\\_6.pdf](https://www.fia.com/sites/default/files/l25_standards_for_helmets_6.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](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](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](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](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 an 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 Presentation at Events**

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 Sticker Placement**

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 Previous Scrutineering Stickers**

All previous scrutineering stickers shall be removed.

#### **7.6.4 Event Day Annual Inspections**

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 Inspections after Defect or Protest**

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 Failure to Present Logbooks**

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 Entry in the Logbook**

All deviations regarding safety shall be entered in the logbook.

### **7.7.2 Waivers**

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

### **7.7.3 Damage During an Event**

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

### **7.7.4 Removal of Event Scrutineering Sticker**

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 crew shall make reasonable same-day effort to correct the issues and shall take full corrective steps by next race event. A car returning to the track with previously identified issues may not be eligible to compete.

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 & SAFETY CAR**

### **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 marshals stands. Competitors will reduce speed in a safe and controlled manner to 1st gear speed and proceed around the track to pit lane. Drivers shall be prepared to stop at any time. The lap on which the flag is displayed will not be scored.

#### **8.2.4 Black Flag**

Displayed at Turn 9 marshal's stand 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 that number to return to the pits at the conclusion of the current lap and await instructions from the officials from the tower. Failure to report within 2 laps may incur additional penalties over of the infraction necessitating the black flag.

#### **8.2.5 Black Flag and "ALL" Board**

Displayed at the Turn 9 marshal's stand and accompanied by the word "ALL" on a board, 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 Turn 9 marshal's stand 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. Failure to report within 2 laps may incur penalties.

#### **8.2.8 Informing Crew of Mechanical**

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 MARSHAL'S 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.

- SHOWN MOTIONLESS:
  - o Take care, danger, slow down.
  - o 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. A pass made under a yellow flag if relinquished within half a lap may not incur a penalty.
  - o A Driver may encounter several yellow flags before reaching the emergency area. The requirements are the same, SLOW DOWN, NO PASSING.
  
- SHOWN WAVED:
  - o Great danger, slow down, be prepared to stop.
  - o Single waved yellow indicates car off the track.
  - o Double waved yellow indicates there is a car stopped on track, partially blocking the track.
  - o 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. A pass made under a yellow flag, if relinquished within half a lap may not incur a penalty.
  - o 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. A pass made under a yellow flag, if relinquished within half a lap may not incur a penalty.
  
- DOUBLE YELLOW: DISPLAYED AT ALL STATIONS:
  - o Indicates the entire course is under a full yellow condition. Slow down, no passing. Shall be used with or without the pace (safety) car.
  - o Drivers shall proceed through yellow zones in single file which may be staggered.
  - o 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.
  - o 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.
  - o 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.
  - o 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

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.

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.

## 8.4 SAFETY CAR

If a Pace Car is not in use for a race event, the race may be run using flag signals from the marshals and other race officials. Whether or not a Pace Car is in use will be indicated at the Driver's Meeting.

If an incident has occurred on course that satisfies the Clerk of the Course's requirements for deployment of the Safety Car Procedure, the below will be followed.

Everyone's safety - marshals, other track workers and competitors - is of the highest importance.

### 8.4.1 Initiation

- All corners confirm SC boards and the STEADY YELLOW flag are displayed.
- At the instruction of Race Control, the Pace Car will enter the track from Pit Exit
  - While the Pace Car will ideally be deployed directly ahead of the on-track race leader, circumstances may not allow this and it will not be the priority at this time.
  - The Pace Car will maintain a speed of 60km/h.
- Track Assistance vehicles will make their way to the incident under guidance of Race Control. The Pace Car and all competitors will be mindful of their position on track, and further reduce speed to no more than 40km/h in the area of the incident.

### 8.4.2 Reorder

- Once the Pace Car Train (Pace Car and Competitors) has made one pass of the incident, the Pace Car will use the front and back straightaways of the track to wave past cars under direction of Race Control, until the on-track leader is the first car directly behind the Pace Car.
- The waved-by cars will make their way around the track as quickly as possible while maintaining full control of their vehicles. They will continue to slow down and take extra care in the area of the incident. Passing is NOT permitted, except when indicated to do so by a marshal displaying the white flag to cover a car unable to maintain speed.
- If a Competitor is in Pit Lane, they may rejoin in a safe manner at the end of the Train behind the Pace Car and other Competitors. If race officials observe that a driver has re-inserted into the Pace Car Train in an unsafe manner or in the incorrect position, they may black flag the driver to move the car to the back of the pack.

### 8.4.3 Restart

- Once the incident has been resolved and the track vehicles are clear of the racing surface, the Pace Car will make additional laps under the direction of Race Control to ensure the rest of the field is within a reasonable distance from the leader for the restart of the race.



- When the field is judged by officials to be an acceptable distance behind the Pace Car, Race Control will inform the Pace Car to switch the lights off on the back straight.
- Pace Car will exit the track at Pit Lane, and the race will continue on track behind the leader
- The race will restart immediately for all racers upon the Starter waving the green flag.
- All restarts will be single file restarts.
- All corners display WAVED GREEN for one lap.

Severe penalties may be issued to drivers not demonstrating car control, due caution and good judgment in the areas of incidents and trackside workers, and may include fines, retirement from the race day and/or loss of race license.

If a safety car is not in use for a race event, the race may be run using flag signals from the marshals and other race officials. Whether or not a safety car is in use will be indicated at the Driver's Meeting.

### **8.4.1 — 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.

### **8.4.2 — 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. Upon conformation, 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: If a competitor is in Pit Lane, they may rejoin in a safe manner at the end of the line behind the Safety Car at the discretion of race officials.

### **8.4.3 — 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.
- On the NEXT pass of the Start/Finish Strait, the SC will maneuver 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, except when indicated to do so by a marshal displaying the white flag to cover car unable to maintain speed.
- 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.
- 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.



## **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 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:

- permitted by law, and
- well supervised by their parent or guardian.

### **9.8 PADDOCK EQUIPMENT**

Each car is required to have on hand, minimum:

- 10 Absorbent Pads 16" x 20" (Carquest part #7710 or equivalent.)
- 1 5lb class ABC fire extinguisher charged and in good condition and readily available to the crew.

### **9.9 WASTE OIL**

There are no waste oil services at the track. Teams must remove their own waste oil. Spill/clean-up fees incurred on behalf of racers will be billed to racers/teams and payable immediately.

## **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 or restart of a race, only the officials 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 40kph 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 driver seated in the car.
- a driver preparing to get in the car (when allowed by series regulations).
- the signal persons at the wall separating the track from the pits provided these persons do not move from this position.
- 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**

### **10.13.1 Fuel Storage**

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.

### **10.13.2 Refueling in the Pit**

Refueling in the pit may be completed only when safe to do so. Refueling may be prohibited for certain races in the Event Supplementary Regulations.

### **10.13.3 Refueling Protocol**

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 with visor down or open-face helmet and sealed goggles. 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 re-enter the car.

### **10.13.4 Fuel Transportation and Spillage**

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.

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.

## **10.17 EXITING PIT**

Care and control of your vehicle is always paramount, and drivers are expected to be alert and ready to react to pit and track traffic while starting, moving and stopping in pits.

### **10.17.1 Rejoining Green or Yellow Flag Racing**

When rejoining green flag racing, drivers must obey the instructions of pit exit and/or starters bridge officials when present and use good judgement in safely entering track traffic regardless. Rejoining cars must stay to drivers left when re-entering. On-track cars have the right of way.

### **10.17.2 Rejoining When Safety Car on Track**

When rejoining while the safety car is on track, drivers must obey officials when present, and rejoin the end of the safety car train regardless. Drivers may not insert themselves in the train, unless a significant gap is present, i.e. a car catching up well down the front straight.



### **10.17.3 Returning to Paddock from Pit**

When leaving pit for paddock, drivers must signal outside the driver's window, whether or not an official is present.

Paddock speed is 10km/h and is in effect once a car entering paddock passes under the starter's bridge. Penalties may be assessed specifically for cars moving at a greater rate of speed in the high traffic area around the tech building and into the paddock.

## **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 Driver Responsibility**

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 Right to Racing Room**

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 Preservation of Racing Room**

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 Contact While Overtaking**

Competitors shall avoid physical contact with other competitors' cars.

### **11.8.5 Straights**

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.

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**

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.

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.

## **11.11 STARTS AND RESTARTS**

Drivers must pair up for starts beginning in Turn 9, side-by-side with the appropriate car from grid and no more than a half car length from the row ahead. Lagging in formation, moving over on adjacent cars or other disruptive action may be penalized.

### **11.11.1 Pace**

Safety car sets the pace until it leaves the track. In the absence of a safety car, leader sets the pace, and must maintain a steady pace until the green flag is displayed.

### **11.11.2 Starter's Discretion**

The Starter controls the start of the race and may delay for additional laps if cars are not in position. Cars must stay in formation until the green flag is displayed.



### **11.11.3 Acceptable Start Formation**

If an acceptable start formation is not achieved in two passes of Start/Finish, the offending parties may be black flagged and will be disqualified from the race.

### **11.11.4 Restarts**

Restarts shall happen in single file. Cars must stay in formation and maintain the pace set by the lead car until the green flag is displayed.

### **11.11.5 Maintaining Speed During Restarts**

If during a start or restart, driver is unable to maintain speed, other drivers may safely pass and reform with the field. The slowed driver must rejoin at the end of the formation and may not speed up to regain lost positions.

### **11.11.6 Warm-up Activities**

Tire scrubbing and other warm-up activities are allowed on the warm-up laps, provided they do not inhibit or endanger other drivers or officials or prevent timely formation of the pack at Turn 9.

## **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**

- 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.
- Attempting a pass where you cannot get far enough up beside someone under braking to complete the pass within the corner.
- 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,
- Not being aware of the envelope around the race car. 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.



- 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 postings, blogs or tweets. Participants should show respect for other participants, officials and race attendees, and are requested to avoid posting images, video or commentary of other competitors, especially those resulting in injury or damage without the consent and express permission of those involved.

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.



## **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.

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:

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

#### **13.5.1 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.

#### **13.5.2 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 A 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 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:

- Provoked the stopping of a race.
- Violated these Sporting Regulations.
- Have jumped the start.
- Have not respected flag signaling.
- Have caused one or several cars to take a false start.
- Have caused a collision intentionally or unintentionally.
- Have forced another driver off the track intentionally or unintentionally.
- Have prevented a legitimate passing maneuver by a driver.
- Have impeded another driver during a passing maneuver.
- 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

ARMS does not use a Minimum Penalty system for assigning penalties.

### 15.4 SCALE OF PENALTIES

Penalties may be assigned as follows, as is appropriate to the situation:

- warning
- reprimand
- monetary fine
- obligation to accomplish some work of public interest (community service)
- disallowance or deletion of a driver's race, qualifying and/or practice lap time(s)
- drop of grid position
- obligation of driver to start a race from pit lane
- time penalty
- penalty lap(s)
- position penalty
- drive through penalty
- stop-and-go penalty or stop-and-go with a prescribed stop time
- disqualification
- suspension



- banning of competition privileges
- exclusion

## **15.5 WARNING**

A warning may be issued by the Steward(s) and/or the Clerk of the Course/Race Director. A written notice to the competitor that an undesirable or unsafe behaviour has been noted. This is designed to give the competitor an opportunity to change behaviour and/or make amends with impacted parties without penalty. If the behaviour continues, it may result in a stronger penalty.

## **15.6 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 driver's license file, as shall be any or all other penalties.

## **15.7 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.

## **15.8 OBLIGATION TO ACCOMPLISH SOME WORK OF PUBLIC INTEREST**

The competitor may be assigned work to complete in the common good of the racetrack or the racing community at large. This work must be completed in the time frame specified. Any delay in making good faith arrangements to complete the work may result in stronger penalties.

## **15.9 DISALLOWANCE OR DELETION OF DRIVER'S LAP TIMES**

A disallowance may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director. They may issue a penalty of disallowance or deletion of a driver's race, qualifying and/or practice lap times.

## **15.10 DROP OF GRID POSITION**

A drop of grid position may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director. They may drop the competitor back a position or to the back of their class in grid.

## **15.11 OBLIGATION OF A DRIVER TO START FROM PIT LANE**

The Stewards(s) and/or the Clerk of the Course/Race Director may impose a penalty directing the competitor to start a/all race(s) from pit lane.

## **15.12 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.

## **15.13 LAP(S) PENALTY**

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



## **15.14 POSITION PENALTY**

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

## **15.15 DRIVE THROUGH PENALTY**

Drive Through penalties may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director. Drivers are required to enter pit lane and travel down pit lane at the direction of the observing official, not exceeding the pit speed limit. Drivers may then re-enter the competition in a safe manner.

## **15.16 STOP AND GO PENALTY**

Stop and Go penalties may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director. Drivers are required to enter pit lane and stop in the first pit stall. At the observing official's direction, either immediately or after a proscribed time, they may travel down pit lane, not exceeding the pit speed limit. Drivers may then re-enter the competition in a safe manner.

## **15.17 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.

## **15.18 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.

Other competition territories may be made aware of the suspension by formal written methods.

## **15.19 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.



## **15.20 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 apply to all ARMS motorsport disciplines.

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

Other competition territories may be made aware of the suspension by formal written methods.

## **15.21 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.

## **15.22 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.

## **15.23 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.

## **15.24 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 driver's 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.

## **15.25 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.

### **15.26 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.

### **15.27 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.

### **15.28 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 discretion will recommend to the ARMS Regional License Registrar whether or not to reinstate the competition license for the individual in question.



# APPENDIX A – INQUIRY, PROTESTS & APPEALS

## 1.0 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.

## 2.0 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 be 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.

## **3.0 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 Appeal are any of the following allegations:

- The Race Official has dealt with the case using improper procedures.
- 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 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 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 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 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 Appeal.

### **3.5 REQUIRED SUBMISSIONS**

A Request for 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 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 Appeal shall specify in full:

- 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.
- A complete description of any new evidence and/or expert testimony and how it may affect the original protest decision.
- 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 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 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 Appeal without submitting the case to Appeal Proceedings.

Should ARMS deem that a Request for 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 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 B – Tear Down Bonds

## 1.0 Establishment of Tear Down Bond

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 COST SCHEDULE

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.

### 1.2 TENDER OF BOND

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

### 1.3 POSTING OF BOND BY PROTESTED PARTY

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.

## 2.0 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.

### 2.1 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)

## 3.0 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.

### 3.1 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.

## 4.0 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.

