



ATLANTIC REGION MOTOR SPORTS GRAND TOURING SEDAN CLASS REGULATIONS

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

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



ARMS Code of Conduct

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

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

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



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1. SEDAN ELIGIBILITY

1.1 SEDAN DEFINITION

The word “sedan” refers to all vehicles that generally includes “fenders over wheels” or “enclosed wheels”. This includes production-built sedans, coupes, convertibles, and trucks. It also includes purpose-built tube-frame and semi tube-frame race cars.

1.2 PERMISSIBLE SEDANS

Any sedan vehicle that meets the minimum ARMS safety criteria is permitted for competition. This also includes station wagon, all wheel drive and turbo vehicles.

1.3 GUEST AND LEGEND CARS

1.3.1 GUEST CARS

Upon applying to the Race Committee, other series cars may run at a regularly scheduled event as long as the vehicles meet their class rules and the ARMS Regional rules re driver safety (section 5 ARMS Regional Road Race GCR) and vehicle safety (section 6 ARMS Regional Road Race GCR and sections 5, 6, 7 and 8 of these GT Sedan Class Regulations).

1.3.2 INEX Legends CARS

Legends cars may compete with sedans as long as they continue to meet current INEX rules and updates and conform to the ARMS Regional rules re driver safety (section 5 ARMS Regional Road Race GCR) and vehicle safety (section 6 ARMS Regional Road Race GCR and sections 5, 6, 7 and 8 of these GT Sedan Class Regulations) and run a tire with a section width not exceeding 210mm on stock 13X7 INEX wheels.

NOTE Section’s 8.11.1 regarding Fire Systems and 12.13 regarding fenders will not apply to Legends.

1.4 SEDAN RACING

All sedan road race cars are raced together at the same time on the same track. With six classes of race cars all competing at the same time, there is a large difference in speed from the fastest class to the slowest class. Each race has an overall winner as well as individual class winners.

2. SEDAN CLASSIFICATION

2.1 DEFINITION

The Grand Touring Class shall be comprised of closed wheel vehicles derived from production vehicles and approved by ARMS.



2.2 CLASSIFICATION

Vehicles shall be classified in groups as follows:

- GT1 1m, 09.999 1m,10.999 or faster
- GT2 1m,11.000 and slower
- GT3 1m, 1.14.5 and slower
- GT4 1m, 16.500 and slower
- GT5 1m, 18.500 and slower
- GT6 1m, 20.500 and slower

2.3 NEW VEHICLE CLASSIFICATION

Competitors with new vehicles shall contact ARMS officials for determining vehicle class. Cars not previously raced at an ARMS event shall be classed prior to the event or on their official practice/qualifying times as posted by the organizers of the event.

2.4 CLASS ENTRY/DESIGNATION

Each competitor shall be responsible to select an appropriate class and proper listing of class on the event entry form. Correct class designation shall be shown on the car at all times.

2.4.1 Eligibility for Season End Awards

Competitors must enter in at least 75% of the events during a season to be eligible to receive an end of season class award. This is based on entering events, and not specific races.

2.5 RECLASSIFICATION

2.5.1 Reclassification Due to Breakouts

A competitor who, during any qualifying or race session, achieves a lap time which is officially timed as more than two (2) seconds less than the breakout time for the class entered OR who breaks out four (4) or more times in a single session, shall be listed in the results as "B/O – DQ in the results for that session..

2.5.2 Voluntary Reclassification

Competitors may change the class designation, provided application in writing to the Clerk of the Course is made at least one hour prior to a qualifying session or race and only if they have not been reclassified due to breakouts as outlined above.

2.5.3 Class Designation on Car After Reclassification

In either event, the class designation on the car shall also be changed to conform to the new registered class.



2.5.4 Grid Position After Reclassification

When class designation is changed during an event, the competitor shall start the race behind the slowest qualified car in the class. Competitors who voluntarily request an upward reclassification, shall be allowed to retain their grid position, and shall count points already gained toward the overall TRAC Championship.

2.6 BREAKOUTS

2.6.1 During a Qualifying Session

A Competitor who, during qualifying, achieves a lap time which is officially timed as less than the break-out time for the class entered shall be listed in the results as "B/O" and shall be placed behind the slowest qualified car in the class. In the event that multiple cars break out in class, they shall be ordered behind the slowest qualified car from the smallest to the largest break-out margin.

2.6.2 During a Race

A competitor who, during a race, achieves a lap time which is officially timed as less than the break-out time for the class entered shall lose one (1) lap for each break-out.

2.6.3 Time Manipulation

Any competitor caught blatantly manipulating their lap times in any way will be issued a DQ for the weekend.

2.7 IN-CAR TIMING DEVICES

During qualifying and race sessions the use of any in-car predictive timing device such as Hot Laps, Stopwatches etc. for the purpose of data transfer to the driver is prohibited in all classes with the following exception(s): GT1.

3. SERIES DESCRIPTIONS

3.1 OFFICIAL NAME

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

3.2 RACE SERIES

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 as below:

3.2.1 GT Sprint Series A

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

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

3.2.3 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 for a minimum of 5 minutes.
 - 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(s), on the first lap after taking the green flag, 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 case 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.
 - 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.
 - Shorting the pit stop shall result in a one (1) lap penalty for each 10 seconds (or part thereof) the pit stop has been shorted.
 - e.g. 9.2 seconds short = 1 lap penalty; 10.6 seconds short = 2 lap penalty; 13.9 seconds short = 2 lap penalty; 21.0 seconds short = 3 lap penalty.
- 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.

3.2.4 Unlimited Series

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



3.3 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.

4. SCORING

4.1 POINTS

The scoring in a series championship is as follows:

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

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, 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. Display of all TRAC Series Sponsor decals which will be distributed to all teams shall be mandatory. Decals shall not be modified in any way. The description and required orientation of the mandated decals shall be specified via special bulletin. No series points will be awarded for cars that are run without the required decals applied as per the instructional bulletin. If no decals are available and unavailability has been verified at tech inspection), points may still be awarded.

4.1.1 Qualifying Points

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



4.1.2 Mid-Season Class Changes

Competitors who change class mid-season cannot carry points over from class to class but will keep all points earned in a season for calculating overall.

4.2 MINIMUM CLASS ENTRIES

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

4.3 BELOW MINIMUM CLASS ENTRIES

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.

4.4 RACE WINNER & CHAMPIONSHIPS

Each race has an overall winner as well as individual class winners. Series Class Championships are awarded to an individual with the most points in their class at the end of the year.

4.5 TIES

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

5. VEHICAL SAFETY EQUIPMENT

5.1 GENERAL

All vehicles competing in any ARMS sanctioned Road Racing Event shall require minimum installed safety components specified herein. Below is a list of these items.

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



5.2 GENERAL TECHNICAL & SAFETY PREPARATION PROVISIONS

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

6. ROLLCAGE REQUIREMENTS

6.1 GENERAL

The basic purpose of the roll cage is to protect the driver if the car rolls over or is involved in a serious accident. Roll cages may be of two designs, low front hoop (top of steering wheel), or high front hoop (top of windshield). Specific installations are subject to the approval of the Chief Scrutineer at each event. (Refer to appendix A)

6.1.1 New Builds

As of 2020, ARMS requires that new local builds comply with FIA 253 Appendix J rules. The requirements laid out in Appendix B remain only for the purpose of clarity and review of existing cars.

7. FUEL AND FUEL CELLS/TANKS

7.1 PERMITTED FUELS

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

7.2 ADDITIVES

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

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

7.3 FUEL CELLS/TANKS

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

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



7.4 CLASS REQUIREMENTS

7.4.1 Model Year 1981 or Earlier

Fuel cells/tanks as defined above, are required for all Sports Racers, tube-frame GT cars, and GT cars built from a production road car, model year 1981 or earlier.

7.4.2 Model year 1981 or Later

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

7.4.3 GT1 and GT2 Requirements

Fuel cells/tanks as defined above are required for all tube-frame race cars and any race car classed in GT1 and GT2. See exception below;

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

- no modifications to the original gas tank assembly are performed.
- no modifications to the original floor assembly surrounding the gas tank are performed.
- gas tank assembly is in good mechanical repair.
- and approval from ARMS official Technical Scrutineer.

7.4.4 Recommendation

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

7.5 SIZE, NUMBER AND CAPACITY

7.5.1 Dimensions

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

7.5.2 Number of Fuel Cells

The installation of more than one fuel cell is permitted.



7.6 LOCATION

7.6.1 Proximity to Original Tank Location

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

7.6.2 Driver/Passenger Compartment

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

7.6.3 Proximity to Ground

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

7.6.4 Bulkhead

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

7.7 VINTAGE CARS

ARMS may approve alternative locations for individual cars upon request.

7.8 DESIGN DETAILS AND MATERIAL SPECIFICATIONS

7.8.1 Bladders

Bladders shall be manufactured to a minimum of FIA FT3 specifications or equivalent. Foam internal baffling is required.

7.8.2 Bladder Containers

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

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

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



7.8.3 Bladder Fittings

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

7.9 FILLER CAPS AND VENTS

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

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

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

8. GENERAL TECHNICAL & SAFETY PREPARATION PROVISIONS

8.1 GENERAL

8.1.1 Compliance

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

8.1.2 FIA homologated Cars

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

8.1.3 Manufacturer Recommendations

It is the responsibility of Entrants/Drivers to follow the manufacturer's recommendations for all safety equipment.

8.2 APPEARANCE

Best effort should be made to keep cars be neat and clean. Cars which are dirty either externally or in the engine and passenger compartments, or that show bodywork damage, or that are partially or totally in primer, or that do not bear the prescribed identification marks shall not be approved for competition.



8.3 NUMBERS, MARKINGS AND ADVERTISING

8.3.1 Identification

Cars shall carry identification numbers or other marks required by the Regulations.

8.3.2 Legibility of Car Numbers

Any competitor whose car numbers are judged to be illegible by the Chief Timekeeper and the Clerk of the Course shall not be scored or allowed to compete until the numbers are acceptable.

8.3.3 Placement of Numbers

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

8.3.4 Visibility

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

8.3.5 Front and Side Number Size

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

8.3.6 Rear Number Size

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

8.3.7 Distance Between Digits

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

8.3.8 Space Around Numbers

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

8.3.9 Class Letter Size

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

Numbers, class letters and other marks required by the Regulations shall have a sharply contrasting background. It is highly recommended that competition numbers shall be black on a white background of adequate area to accommodate the numbers. Metallic numbers are prohibited.



8.4 ARMS IDENTIFICATION

Cars shall display the official ARMS logo unobstructed and prominently on both sides of the car ahead of the side numbers. The logo shall be displayed on the front of the car unobstructed and prominently near the front number.

8.5 ADVERTISING

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

8.6 DRIVER RESTRAINT SYSTEMS

8.6.1 Harness Manufacturing Standards

With the exception of Driver Schools, all drivers shall utilize a restraint harness manufactured to current FIA/ISO or SFI specifications.

FIA publishes technical lists containing all the Safety Harnesses currently Homologated by the FIA to FIA Standards. Reference the appropriate list for six-point or better harnesses.

List of manufactures meeting SFI Spec 16.1 and 16.5 for safety harnesses can be found at www.sfifoundation.com/

8.6.2 Installations

Details of installation shall be according to the manufacturer's instructions. You may be required to produce a copy of the instructions to the scrutineer when requested.

8.6.3 Design

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

8.6.4 Materials

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



8.6.5 Types of Shoulder Straps

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

8.6.6 Function

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

8.6.7 Hardware

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

8.6.8 Validity

All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, or FIA specification 8853/2016.

Restraint systems meeting SFI 16.1 or 16.5 – The expiry date is two years from the date of manufacture which is on the SFI label which is affixed to each part of the harness. Belts expiring after April 30 will be accepted until end of current race season.

Restraint systems homologated to FIA specification 8853/2016 will have a label containing the type of harness designation ('C-####.T/16 or D-####.T/16) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels.

If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

8.6.9 Incidents

In the event of an incident where the vehicle in which the driver restraint system has been installed results in impact one may reasonably assume put significant load on the restraint system, ARMS scrutineers may remove the belt tags and decertify the restraint system as fit for competition use.

8.7 WINDOW NETS

Window safety nets with a dual-front attachment shall be installed on the driver's side window of closed cars. (See Appendix 'D').



Window safety nets with a single-front attachment shall be installed as per FIA Racing Nets Specification, which can be found at:

https://www.fia.com/sites/default/files/racing_nets_installation_specification_v8.pdf The window net shall be equipped with a quick-release device. If attached to the door rather than a roll cage, the door shall be pinned shut. The material of window nets shall be of an approved fire-resistant material.

Window nets which bear an “SFI Spec 27.1 Label” or better are required.

Window nets do not require an expiry date. If a window net has had a long exposure to UV sunlight and has deteriorated it shall be replaced.

8.8 CIRCUIT BREAKER (KILL SWITCH)

8.8.1 General

Cars shall be equipped with a general circuit breaker easily accessible from outside the car. This circuit breaker will cut all electrical circuits (ignition, fuel pumps, lights, alternator, etc.) but shall not affect the operation of an on-board fire extinguisher.

8.8.2 Location

Location of the circuit breaker shall be clearly marked by the official international marking – a red spark in a white-edged blue triangle and shall be mounted in the following standard locations. The OFF position shall be clearly indicated at the master switch location.

8.8.3 Sedan GT Cars

Circuit breaker must be mounted on a bracket attached by welding or clamps to the roll cage, easily accessible through the driver’s side open window, and reachable by both driver and safety crew. Drilling holes in the roll cage for this purpose is prohibited.

8.8.4 Open GT Cars (convertibles)

In any of the above locations.

8.9 SCATTERSHIELDS

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



8.10 DRIVESHAFT LOOPS

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

8.11 FIRE EXTINGUISHER SYSTEMS

8.11.1 GT1 and GT2

All GT1 and GT2 race cars shall be equipped with an on-board fire system as specified herein.

8.11.2 GT3-GT6

All GT3 - GT6 race cars shall be equipped with an on-board fire system or a handheld fire extinguisher as specified herein.

8.11.3 On-Board Fire System Recommendation

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

8.11.4 On-Board Fire System Requirements – ~~1/1/09 or Later~~

Cars registered after 1/1/09 and equipped with on-board fire systems shall comply with the following ~~on-board fire system requirements~~:

- Systems certified to SFI specification 17.1
- Those listed by the FIA on Technical List No. 16

The following information must be visible ~~of-on~~ the unit:

- Certification label
- Capacity
- Type of extinguishing agent
- Weight, or volume, of the extinguishing agent

8.11.4.1 On-Board Fire System Discharge Incidents

In the event of a fire system discharge during a race weekend, the competitor may continue competition by meeting handheld extinguisher rules, and at the race director's discretion.

8.11.5 On-Board Fire Systems Requirements – ~~1/1/09 or Earlier~~

The following is acceptable for cars registered before 1/1/09 only until Dec 31, 2025:



To be phased out after December 31, 2025: On-board fire systems shall use Halon 1301 or 1211, with a five-pound minimum capacity (by weight). Alternatively, on-board fire systems may use AFFF or equivalent surfactant foam material, 2.25-liter minimum capacity (by volume). All AFFF fire system bottles shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight." CO2 cartridge propellant fire extinguishing systems are permitted provided that the seal of the manufacturer specified CO2 cartridge is not punctured and the fire bottle is equal to the weight specified by the system manufacturer.

8.11.6 Fire System Cylinder

The fire system cylinder shall be securely mounted in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)

8.11.7 Release Mechanism

Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.

8.11.8 Identification

All on-board fire systems shall be identified with a circle "E" decal.

8.11.9 Nozzle Locations

There shall be a minimum of two nozzle locations – one in the driver's compartment and one in either the engine area or the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.

8.11.10 Pressure Gauge

All AFFF fire system bottles shall incorporate a functional pressure gauge. This does not apply to non-pressurized AFFF systems with CO2 propellant.

8.11.11 Safety Pins

The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.

8.11.12 Service and Expiry

All fire systems shall be serviced according to manufacturer's specifications. Fire systems shall be charged and in good condition. Systems do not expire.



8.11.13 Hand-Held Fire Extinguisher Requirements

The following are acceptable for all ~~GT2~~GT3-GT6 Classes:

- No longer accepted after December 31, 2025: Halon 1301 or 1211, two (2) pound minimum capacity by weight.
- Dry chemical, two (2) pound minimum with a positive indicator showing charge. Chemical: 5 BC Underwriters Laboratory rating, potassium bicarbonate (Purple K) recommended, 1A5BC Underwriters Laboratory rating multipurpose, ammonium phosphate and barium sulfate or Monnex.

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

8.12 BODYWORK

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

8.13 FENDERS

8.13.1 Mounting

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

8.13.2 Clearance and Alteration

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

8.13.3 Inner Fender Panels

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

8.13.4 Fender Flares

Fender flares are allowed. Should tires extend out past the bodywork, fender flares shall be installed to extend out past the tire when viewed from above.

INEX Legends Cars are exempt from this rule.

8.14 MIRRORS

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



8.15 DETACHABLE PANELS

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

8.16 HOOD

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

8.17 NOSE COVERS

Hood/nose covers, “bras”, are prohibited.

8.18 SUNROOFS

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

8.19 T-BAR ROOFS

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

8.20 OPEN GT CARS

The top and frame shall be removed from all open (convertible) GT cars.

8.21 PASSENGER COMPARTMENT

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

8.22 BUMPERS

Bumpers may be removed, except when they are an integral part of the coachwork, in which case they may be replaced with replicas of a different material. If the bumper is removed, all projecting hardware, brackets and fixtures shall be removed.

8.23 WINDOWS

Windows shall be clear and uncolored.



8.24 WINDSHIELDS

8.24.1 Cracked Windshields

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

8.24.2 Window Glass Replacement

If window glass is removed it shall be replaced with plexiglass, lexan or other recognized transparent plastic material.

8.24.3 Windshield Replacement

If the windshield is removed it shall be replaced with one of approved polycarbonate material, e.g. lexan. Alternate windshields shall be identical in size and curvature to the original. Alternate material windshields shall have three inner supports to prevent the windshield from collapsing inward. These supports shall be 0.75in x 0.125-in. min straps of aluminum. Spacing between these supports shall be 6in. min. and 8in max.

8.24.4 Safety Clips

Windshield safety clips and rear window safety straps shall be installed on all GT1 and GT2 classed race cars. It is highly recommended for all race cars.

Three (3) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the body at the top of the windshield.

Two (2) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be spaced a minimum of twelve (12) inches apart.

8.24.5 Windshield Materials for Open Gt Cars

If the windshield on an open GT car is removed a replacement windshield shall be fitted made of transparent material, not exceeding the height or width of the standard windshield and not extending rearward past a vertical plane at the rearmost part of the standard windshield/windshield frame. If the windshield is removed, the entire windshield (both halves of a divided windshield), including all brackets and mounting fixtures shall be removed.

8.25 TIRES

ARMS recognized tires at a minimum 190kph rating.



8.26 LIGHTS

8.26.1 Headlights & Marker Lights

Headlights and marker lights may be removed. When headlights and marker lights are removed, the opening shall be covered with a solid panel of steel, aluminum, plastic, fiberglass or carbon fibre. Headlight openings (holes) may be fabricated into the headlight panel. The resulting hole shall be covered by a mesh of $\frac{1}{2}$ "x $\frac{1}{2}$ " (or smaller).

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

8.26.2 Brake Lights and Taillights

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

8.26.3 Rain Lights

To be approved to run in a rain race, drivers must have at least one FIA approved or similar (red) LED light.

Rain Light(s) must be:

- ~~either a "Steady-on" OR~~ a "consistent flash" during the entire time on track.
- on the rear, in the centerline of the vehicle with nothing obstructing the light being viewed from behind.
- able to be switched on by the driver in the vehicle during a race.
- a separate light from the tail lamps.
- unaffected/changed by the brake lights.
- illuminated anytime the racing surface is wet/damp.

If a rain light fails or becomes damaged during a race, race officials will determine if the competitor is able to continue in the race.

It is recommended but not required to have the vehicle tail lamps on during a rain race.

It is strongly recommended that competitors have forward-facing rain lights. Vehicles with factory working headlamps may use the low and/or high beams. (No DRL, Fog lamps or park lamps) Must be a steady white/clear light that is bright and visible in heavy Rain/Fog.

8.27 BRAKES

Brakes shall be pedal-operated, working on each wheel. Cars shall have a dual circuit braking system operated by a single control so that effective braking is maintained on at least two wheels.



8.28 THROTTLE SPRINGS

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

8.29 EXHAUST

8.29.1 Exhaust Pipe Exit

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

8.29.2 Exhaust System Termination

Exhaust systems shall be directed away from the body and shall terminate at the rear of the vehicle or underneath the car at the midway point or aft of the fuel tank.

8.30 STARTERS

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

8.31 BATTERIES

8.31.1 Battery Location

Battery location is free within the bodywork. Flooded lead acid type and AGM type batteries located in the driver/passenger compartment shall be in a non-conductive marine-type container or equivalent and vented outside the passenger compartment. The hot terminal shall be insulated.

8.31.2 Battery Attachment

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

8.31.3 Lithium-Ion Batteries

TRAC events shall not allow use of aftermarket Lithium-Ion Batteries as either added or used as a replacement for conventional batteries in Internal Combustion Engine (ICE) race vehicles.

8.31.4 Lithium-Iron-Phosphate / Lithium-Ferrous-Phosphate Batteries

Competitor's cars may use Lithium-Iron-Phosphate batteries only if the following conditions are met:

- The battery is located outside the vehicle cabin / cockpit; and



- User must be able to present definitive proof of the battery's type and model so that the chemical makeup can be verified

8.32 OIL ACCUMULATORS

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

8.33 FUEL CAPS, LINES AND VENTS, OIL LINES, WATER LINES

8.33.1 Leakage

No leakage of any fluid shall be allowed.

8.33.2 Driver/Passenger Compartment Plumbing

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

8.33.3 Filler Cap

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

8.33.4 Flip-Top Caps

'Monza' (flip-top) gas caps are prohibited, except as allowed in Vintage rules.

8.33.5 Fuel Tank Air Vents

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

8.33.6 Fuel Tank Vents in Open GT Cars

Fuel tank vents on open GT cars shall be located at least 250mm behind the driver.

8.33.7 Location of Fittings and Lines

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



8.33.8 On Sports Racing Cars

Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car. Fuel tank vents shall be located at least 250mm behind the cockpit.

8.33.9 Header Tanks

Header tanks located in the driver/passenger compartment shall be shielded. 8.33.5 WATER LINES

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

8.33.10 Catch Tanks and Breathers

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

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

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

Oil catch tanks shall not be mounted in the driver/ passenger compartment. Dry sump system oil holding tanks may be mounted in the driver/passenger compartment. A

metal bulkhead shall prevent exposure of the driver to oil spillage.

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

8.34 SEATS

8.34.1 Seat Type and Attachment

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

8.34.2 FIA Seat Mounting

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



8.34.3 Head Rest

A system of head rest to prevent whiplash and rebound, and also to prevent the driver's head from striking the underside of the main hoop shall be installed on all vehicles. Racing seats with integral headrests satisfy this requirement.

8.34.4 Head Rest on Non-Integral Seats

The head rest on non-integral seats shall have a minimum area of thirty-six (36) square inches and be padded with a minimum of one-inch thick padding. It is strongly recommended that padding meet SFI spec 45.2 or FIA Sports Car Head Rest Material. The head rest shall be capable of withstanding a force of two hundred (200) lbs. in a rearward direction. The head rest support shall be such that it continues rearward or upward from the top edge in a way that the driver's helmet can not hook over the pad.

8.34.5 Plastic Seats

Plastic seats are prohibited.

8.35 STEERING WHEEL MATERIALS AND LOCKS

8.35.1 Wood Rim Steering Wheels

Wood rim steering wheels are prohibited except as allowed in Vintage rules hereto.

8.35.2 Steering Wheel Lock

Steering wheel lock devices shall be removed.

8.36 ANCILLARY MOTORING EQUIPMENT

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

8.37 INTERIOR TRIM

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

8.38 INTERIOR DOOR PANELS

Interior door panels may be altered, replaced, or removed to facilitate the installation of multiple sidebars (driver intrusion protection). When interior door panels are removed, all sharp edges or projections shall be protected. If the door glass is retained, any openings in the door panel must be covered by sheet aluminum.



8.39 VENTILATION AND ACCESS

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

8.40 FIREWALL AND FLOOR

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

8.41 AIR BAGS

Air bags shall be deactivated.

8.42 CRUISE CONTROLS

Cruise controls shall be deactivated.

8.43 RADIO COMMUNICATION AND TELEMETRY

8.43.1 Telemetric Signals

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

8.43.2 Allowable Communications

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

8.43.3 Radio Communications

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

8.43.4 Magnetically Mounted Antennas

Magnetically mounted antennas shall be additionally secured with tape.



8.43.5 OEM Antennas

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

8.44 TOW HOOKS

8.44.1 Cars without Exposed Roll Bar

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

8.44.2 Accessibility

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

8.45 SOUND LEVELS

The recommended acceptable level is 98 dBA.

8.46 ANTIFREEZE

8.46.1 Glycol

The use of antifreeze (glycol) is prohibited.

8.46.2 Water Wetter

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

8.47 TIMING TRANSPONDERS

Transponders compatible with the ARMS MyLaps System are mandatory.

8.48 DRAIN PLUGS

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

APPENDIX A ROLL CAGE DETAILS



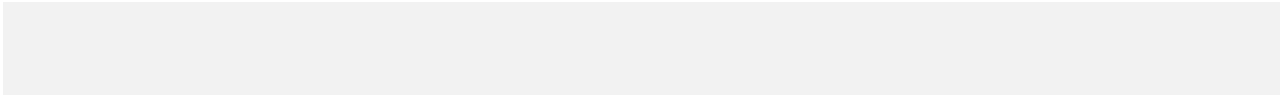
TYPICAL ROLL CAGE DETAILS

Tr Mn

Sick' Vlow-Low Front Bar Forward Bracing



TYPICAL REMOVABLE BAR DETAILS



APPENDIX B – PREVIOUS ROLL CAGE REQUIREMENTS

10.100 INSIDE DIMENSIONS

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

10.101 OPERATION

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

10.102 PADDING

Parts of the cage subject to contact with the driver including the leg area shall be padded with SFI 45.1 or equivalent.

10.103 AERODYNAMIC RESTRICTIONS

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

10.104 ENGINE INTRUSION

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

10.105 DIMENSIONS AND MATERIALS

The roll cage shall be of seamless DOM or alloy steel tubing (SAE 4125, 4130). It is recommended that mild steel tubing be used as alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel is the responsibility of the Entrant. Unless otherwise specified herein, the minimum size of tubing to be used shall be as follows: (all dimensions are in inches).

CAR WEIGHT	MILD STEEL	ALLOY STEEL
Up to 2500 lbs.	1.500x.095	1.375x.095
Over 2500 lbs.	1.500x.120	1.500x.095
Or 1.750x.095		



10.106 GRANDFATHERING

Grandfathering of roll cage material, thickness and size in all previous and current registered ARMS race cars is accepted. The roll cages in previous and current race cars that have an official ARMS issued numbered plate need not conform to the current weight and sizes as described above, provided that:

- the official ARMS issued numbered plate is mounted in the race car as required.
- the official ARMS issued numbered plate matches the number in the race car's logbook.
- the roll cage is in good mechanical condition.
- passes the Annual Tech Inspection

10.107 WEIGHT

For purposes of determining tubing size, the car weight is as raced, without fuel or driver.

10.108 MINUS TOLERANCE

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

10.109 INSPECTION HOLE

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

10.110 BENDS

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

10.111 MAIN HOOPS

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

10.112 JOINTS

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



10.113 BRAZING

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

10.114 BASIC ROLL CAGE DESIGN

10.114.1 Full Width

Cars shall have full width roll cages either removable or welded to the car. Roll cages shall be contained within the driver/passenger compartment.

10.114.2 Removable Roll Cages

Removable roll cages shall be very carefully designed and constructed to be at least as strong as a welded installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom on the permanent mounting, and at least two 3/8in diameter SAE grade 5 bolts shall be used to secure the joint. The telescope section shall be at least 8in in length.

10.114.3 Main Hoop

The main hoop shall extend the full width of the driver/passenger compartment.

10.114.4 Front and Side Hoops

The front and side hoops shall follow the line of the front pillars to the top of the windshield as close to the roof as possible then horizontally to the main hoop. A tube shall connect these two hoops over the top of the windshield.

10.114.5 Alternate Front Hoop

Alternatively, a front hoop following the lines of the front pillars and connected to the main hoop on each side at the top may be used.

10.114.6 Front Hoop in Open Cars

Open cars without full windshields may have a low front hoop.

10.114.7 Main Hoop Bracing

The main hoop shall have two braces of tubing extending to the rear attaching to the frame or chassis. This bracing shall be attached as near as practical to the top of the main hoop, no more than 6in below the top, and at an included angle of at least 30 degrees. The main hoop shall have a diagonal brace to prevent lateral distortion.



10.114.8 Horizontal Lateral Tube

A horizontal lateral tube connecting the right and left legs of the main hoop, as close to the floor of the car as possible, is highly recommended.

10.114.9 Horizontal Lateral Under Dash Tube

A horizontal lateral under dash tube connecting the right and left legs of the front hoop is highly recommended.

10.114.10 Over Tunnel Lateral Tube

A lateral tube, shaped over the tunnel, connecting the bottom of the right and left legs of the front hoop is highly recommended. A vertical tube may be installed between the under-dash tube and this tube to strengthen the shaped section over the tunnel.

10.114.11 Driver's Door

Two horizontal tubes, or one horizontal tube and one angled tube, or a fully gusseted "X" brace, connecting the front and main hoops across the driver's door are mandatory. Vertical tubes in this structure are highly recommended. Gussets shall be a minimum of 2 inches on the shortest side and made of plate steel twice the thickness of the tube wall, or formed from tubing of the same thickness and diameter as the cage, split and formed into gussets, or formed to a shape similar to the split tube from sheet steel the same thickness as the roll cage tubing. All gussets shall be fully welded all around.

10.114.12 Passenger's Door

One or more horizontal tubes or one diagonal tube connecting the front and main hoops across the passenger door are mandatory.

10.114.13 Interior Door Panels

Interior door panels may be altered, replaced or removed to allow for installation of side protection tubes or NASCAR-style door bars. Where door panels are removed, all sharp edges or projections shall be protected.

10.114.14 NASCAR-style Door Bars

If NASCAR-style door bars are installed, they should be constructed in the following manner: They should be constructed of several horizontal tubes attached to the main and front hoop, angled out into the door cavity as far as possible, spaced equally at intervals no more than 15 cm centre to 5.19 centre, with the top tube no lower than 1/3 of the height from floor to roof, but at no time higher than the top of the dashboard. Vertical tubes should be inserted between these tubes at equal intervals no greater than 30 cm centre to centre. A straight tube should be placed as close to the floor as possible but allowing the vertical tubes to connect from this tube to the lowest tube angling into the door.



10.114.15 Lateral Tubes with NASCAR-style Door Bars

The two lateral tubes should be installed when a NASCAR-style door bar assembly is used.

10.114.16 Tubing Size

All tubing shall be the same size as that which is specified for the weight of the car.

10.114.17 Mounting Plates

Mounting plates shall be no thinner than 1/8in and no thicker than 3/16in with no single edge longer than 6in and with back-up plates of equal size and thickness on the opposite side of the panel with the plates through-bolted together using a minimum of three bolts per mounting plate. The minimum acceptable bolts shall be SAE Grade 5 of 3/8in diameter. Mounting plates may be welded to the car. Wherever possible the mounting plate should be shaped to and welded to a vertical portion of the car.

Mounting plates shall not penetrate the firewall at any point. When the roll cage is attached to the floor, no contact plate on the car shall measure less than 20 sq. in on any given plane. 6.16.18 On specific models of cars where the floor construction will not permit a contact plate of this minimum area to be installed application shall be made to ARMS for a waiver to this rule. This will be noted in the car logbook.

10.114.18 Seat Back Fastening

Seat backs shall be securely mounted and fastened. In order to provide secure seat back fastening, a section of tubing equal to the roll cage tubing shall be installed horizontally from the main hoop upright to the diagonal brace. This tube shall be no higher than shoulder height.

10.115 ALTERNATIVE ROLL CAGE DESIGNS

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

10.115.1 Load Certification

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

- 1.5 (x) laterally
- 5.5 (x) longitudinally in either direction
- 7.5 (x) vertically

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



10.115.2 Illustration

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

10.116 COMPOSITES

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

10.117 INCREASING ROLL CAGE HEIGHT

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

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

Refer to appendix A.



APPENDIX C – DRIVER RESTRAINT SYSTEM DETAILS

Typical Harness



Threading Diagram

STEP 1: Insert strap through tightening buckle

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

STEP 2: Pull strap to 8'—10' beyond buckle. Fold edges and insert into mounting bracket

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



APPENDIX D – WINDOW NET DETAILS

