



American Racing Club - What racing should be™

www.amracing.org

General Competition Rules

American Racing Club

2004, version 1.1

PREFACE

The philosophy of the American Racing Club is to offer a safe, competitive, friendly, and fun experience while racing. With the classification system being lap time relevant, it is expected all drivers will drive to the best of their ability at all times, not holding back for reasons of gaming the system to gain any type of advantage. The primary emphasis is on clean driving and machinery preservation, which promotes overall safety. This philosophy will be maintained by the application for certification, rules, and all judgments on or off the track.

These rules are intended to be simple, easy to read, and brief. The spirit is founded in the belief that the fun of friendly competition is ultimately more important than the results, since we are probably not destined for a pro-racing career. Also in the vein of friendly competition, mutual assistance among racers, when possible, enhances the experience for all and is strongly encouraged throughout the ARC.

The ARC may periodically update the General Competition Rules (GCR), for safety and fairness purposes. A change log for all of the modifications will be kept, listed at the end of this document.

IMPORTANT NOTE: No express or implied warranty of safety or fitness for a particular purpose shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

Safety

If in doubt as to an interpretation for any of these rules, ask. If you are going to err, do so on the side of being too safe.

1. TECH INSPECTION

- a. Annual Tech** – All racecars must complete a comprehensive annual inspection prior to participation in any ARC event. Such inspections are valid for the current calendar year. Annual tech inspections by some other race organizations will meet this requirement (SCCA, BMWCCA, NASA). Following successful completion of the inspection the form must be attached to the logbook for presentation to the tech steward at each event for the remainder of the calendar year. Tech stewards are authorized to sign-off annual tech inspections. The ARC will publish a list of approved inspectors on the website.
- b. Event Tech** – All cars must be comprehensively prepared prior to arrival at the track. If the racecar has completed a current-season annual technical and personal equipment inspection, and is so noted officially in the racecar's log book, the racer should present only the current logbook to the event technical steward. The racecar and personal safety equipment do not need to be presented unless there is an outstanding discrepancy noted in the logbook from the prior event, or the steward requires it. The technical steward may ask for the racecar to be presented for inspection at any time during the event.

Any vehicle deemed unsafe by any ARC racing official will not be allowed to compete until all deviations or shortcomings have been addressed to the tech steward's satisfaction.

Equipment and/or modifications will not be considered as having been approved by reason of having passed through inspection unobserved.

Any racer who fails to present his or her racecar for a required or requested technical inspection will be immediately disqualified for the remainder of the event and placed on 13 month probation. The racer may be suspended for 13 months if ARC officials deem such action is warranted.

2. Helmets

- a.** Rated with a SNELL automotive rating of SA-95 or newer are required. (SNELL M rated helmets are not allowed.) Drivers of vehicles without full windshields are required to have either a full-face helmet with shield in place or use protective goggles. It is strongly recommended all drivers wear a full-face helmet with shield or protective goggles.

3. Roll Cages

- a. All classes require a full roll cage, and must be mounted metal to metal, of approved materials and of proper size (see Appendix A). Cages may be welded or bolted into the car, contained entirely within the driver/passenger compartment and include six (6) contact points. Vintage cars and some other special cases can have four (4) point cages; contact us for a list of approved cars or to request an exception.
- b. This section and appendix A will be completed by February 1, 2004.

4. Safety Harness

- a. A safety harness, not more than five years old, which meets SFI and/or FIA standards is required. It must be either a 5 or 6 point competition harness, with 2" sub belt, and properly mounted and installed in accordance with the manufacturer's instructions. The harness cannot be mounted to the seat or seat rail. The harness must be mounted to the chassis backed by large diameter washers or to the roll cage or to an existing DOT-approved harness mounting point. All mounting points must meet the harness manufacturer's mounting location requirements. No two harness straps can be attached to a single mounting bolt. No Y-type shoulder harnesses are allowed.
- b. The shoulder harness straps must be mounted such that the angle of the straps from the driver's shoulders to the anchor point must not be above horizontal nor at an angle greater than 40 degrees below horizontal. The anti-submarine straps should be mounted such that they will not allow upward vertical movement of the lap belt do to "crushing" of the front seat in any situation.
- c. The design of such seats can, in many cases, render the shoulder harness straps ineffective as they slide from the shoulders under lateral loading. It is mandatory that seats that do not allow the shoulder harness straps to remain on the shoulders in all situations be modified with a slot for the harness straps to pass through, or be replaced with a racing seat which has provisions for routing the straps. This is a mandatory modification that must be completed before the vehicle will be eligible to compete. A "sternum strap" or similar solution is allowed, but is not a substitute for proper shoulder strap arrangement.

5. Driving Suits

- a. A fire retardant driving suit is required. Minimum requirement is two-layer plus fire retardant underwear. A one-piece fire retardant driving suit is highly recommended. A three-layer or two layer suit with SFI rating of 3.2A/5 is strongly recommended. Military flight suits are not acceptable substitutes for fire retardant driving suits. Fire retardant socks and gloves are required. Driving shoes of a fire retardant material are strongly recommended. Tennis shoes with all leather uppers are acceptable. Drivers with moustaches and/or beards must wear a balaclava.

6. Fire Safety

- a. A 2lb or larger fire extinguisher with a 10 B/C rating, securely metal-to-metal mounted in the cockpit, in a safe location, and reachable to the driver while seated and restrained is required. An on-board fire system is strongly recommended.
- b. Cars with on-board fire systems require E decals.

- c. All fire bottle safety pins must be removed so that the system is ready to activate.

7. Windows and Window Nets

- a. The windshield shall have:
 - i. No more than three distinct and different cracks exceeding 10" combined length, and
 - ii. No single visible imperfection which is larger than 1.5" in any dimension, and
 - iii. No single crack which runs from opposite edges (side to side or top to bottom), and
 - iv. No single crack which is through both the inside and outside surfaces at any point, and
 - v. No impairment to the racer's forward vision from either external or internal imperfections in the glass, including "sandblasting" effect.
- b. If any items in 7.a.i-v are found to exist, the technical steward may issue a one-time exemption in the racecar's logbook requiring replacement by the net event so long as, in the steward's sole judgment, the structural integrity of the windshield is not immediately compromised nor the driver's vision dangerously impaired.
- c. Both front door windows must be completely down and an approved window net and attachment system fitted to the driver's window area. The window net must be attached to the cage and NOT to the door. Holes must not be drilled in the cage to mount the window net. All designs must allow for quick, one-handed removal. The net must be mounted securely at the top or bottom with provision for easy removal at the opposite edge in the event of an accident. The use of the plastic tire wraps or straps is not allowed. Arm restraints can be used instead of a window net.
- d. Tinted windows are not allowed. OEM window tinting is allowed. The purpose of this rule is to address possible decrease in visibility in the low sunlight of the early morning or late evening.

8. Open Cars – Arm Restraints

- a. Open cars, including convertibles must be equipped with approved arm restraints.

9. Head and neck support

- a. Use of a head and neck support system for the driver is highly recommended. Any such system should be used in accordance with the manufacturer's instructions. A padded, fire-resistant neck support is recommended as a minimum level of protection

10. Sunroofs

- a. Must remain completely closed

11. Floormats and other loose items in the car

- a. All such items must be removed. Drivers side carpet can and should be removed.

12. Hubcaps, trim rings, etc

- a. Must be removed.

13. Lugnuts

- a. Must be original manufacturer specification with engagement at least equal to the diameter of the wheel lug studs. The use of wheel studs to replace lugbolts is allowed and highly recommended.

14. Oil Lines

- a. All oil lines on the pressure side of the oil pump must be threaded-on connections equal to or better than the factory, i.e., slip-on oil lines to coolers, gauges, etc. are not allowed.

15. Electrical cut-off switch

- a. Is strongly recommended for all cars, mounted externally, preferably on the driver's side, and must be indicated with an approved location decal. The switch must disconnect the battery from all circuits, except an electronically operated fire system, and shut off the engine and alternator while it is running. Method of operation can be pull wire, requiring no external body modification.

16. Catch tank

- a. Must have a catch tank for radiator overflow and oil breather (if vented into the atmosphere).

17. Sound Level

- a. All competitors cars must not exceed a maximum sound emission level of 103dB as measured from a distance of 50ft from the edge of the track. More restrictive standards may apply from track to track. Competitors bear sole responsibility to determine and ensure their vehicles comply with sound control regulations at each event. Mufflers may be required.

18. Engine Coolant

- a. Use of an ethylene glycol (coolant) substitute, like "Water Wetter", is highly encouraged for all competitors. Ethylene glycol may be used when deemed necessary for climatic reasons. NOTE: Some tracks do not permit use of ethylene glycol. If this is the case you may be prohibited from participation.

19. Personal Medical Information

- a. It is strongly recommended you place your personal medical information on the back of your helmet (blood type, allergies, off-track contact info, medical insurance type and number, PCP)

20. Racing Certificate

- a. Drivers must have a racing certificate to participate in ARC events. If you do not have your license, the sole approvers for any exception are the ARC founders, Dave and Troy.

21. Transponder

- a. It is the responsibility of the competitor to have a working transponder at all times. A decal on the exterior of the vehicle, showing the approximate location of the transponder is required. Transponders can be rented for \$50/day from the tech steward – you will be required to leave your drivers license and a credit card number (\$315 will be charged to your credit card if you fail to return the transponder).

22. Flags and On-Track Instructions

- a.** It is your responsibility to know the definitions of ALL flags. Passing under yellow, or blowing a Red or Black flag will result in a penalty assessment. A few of the most critical flags are mentioned here:
- i.** Red: This flag means a major incident has happened, that will require an emergency vehicle on the track. Stop your car in a safe way, within view of a flag station, as soon as possible. Stay on the track, but pull off-line so emergency vehicles can get by.
 - ii.** Black: A open waiving black flag by any or all corner workers means that there has been an incident on the track that necessitates bringing all cars to the pits. It's likely a car is stranded in an unsafe area requiring a tow truck. If when you are passing the main tower or other designated flag station, and see the black flag waving at you then it's typically due to an unsafe action on your part, and you must pull into the pits to have a discussion with the track steward. It is also possible that a furled black flag may be pointed at you if you are driving in a group of cars (pointed to differentiate you from others), you are to also pit under this circumstance and seek out the track steward. Waving, furled/pointed black flags are taken very seriously
 - iii.** Mechanical Black: This flag (also referred to as the "meatball flag") means that the turn workers have noticed a mechanical problem with your car (fluid leaks, loose car parts, sound violation at certain venues, etc). Proceed to the hot pits, and talk to the Steward at the start/finish, and likely then proceed to the paddock and correct what is wrong. This is to protect your car (aka pocketbook), the track, and other competitors. You will not be granted any consideration toward your finishing position if you receive the Mechanical Black flag.
 - iv.** Checkered Flag: You'll see this flag only at the start/finish line, and it means the race is over. Complete the lap at a "cool down" pace, and exit into the paddock area.
 - v.** White: It signals an emergency vehicle is on the track. White flags follow the emergency vehicle around the track. This flag also indicates one lap remaining in the race.
 - vi.** Yellow: This flag notes caution. The flag can be displayed by all corners and the starter ("full course caution") or only a corner or two ("local caution"). If you are in the range of yellow flags you should slow down and be prepared for what you may find on the track ahead. There is no passing allowed in a caution zone. Once free of the caution, the following corner may display a green flag to signify that normal driving is acceptable or more likely the next flag station will not be displaying any flag in which case normal driving is also acceptable.
- b.** If you are stopped on track for any reason, mechanical or Red flag, do not leave your vehicle. It is safer in your vehicle than on the track. That's unless your vehicle is more unsafe e.g. on fire. At that point leave your vehicle, watch the flag

towers for directions on where best to proceed to safety. Leaving your vehicle for any reason, unless it's unsafe to occupy, is forbidden and can result in a penalty.

General Rules

- 1. Philosophy:** The ARC is designed to be fun, competitive, and most of all, safe. Good sportsman/woman ship, honesty, and a sense of fair play are expected at all ARC events.
- 2. Clean Racing:** ARC will employ a variation of the 13/13 racing rules for all events. Conduct which jeopardizes safety or results in dangerous or damaging situations will not be tolerated. Under this rule, any single or multi-car incident which results in car damage will cause the following:
 - a.** The ARC steward will collect and review all information relating to the incident, including cornerworker and other observer reports, driver statements, and damage reports in order to make a determination of fault and assess penalties.
 - b.** The technical steward will assess the damage, making any necessary notes in log books.
 - c.** A driver who is found to be at fault will be:
 - i.** Immediately excluded from competition for the remainder of the day. For a multi-day event, it's the steward's determination to exclude the driver for the remainder of the day or the entire event. No refunds will be given.
 - ii.** Placed on probation for up to a thirteen (13) month period. If, during this probation period, the driver is involved in another contact incident, competition privileges will be suspended up to 13 months.
 - iii.** For single car incidents only, the steward is authorized to use discretion to assess penalties of 3, 6, or 13 months probation. This judgment can be influenced by the grace and eagerness of the at fault driver to accept blame and quickly make the situation 'right'. If the driver is on probation from a previous incident then up to a 13 month suspension will be automatically assessed.
 - iv.** Excluded from the event results or listed as "DQ"
 - v.** Excluded from any event points or awards that may otherwise be available
 - d.** In addition, a penalty may be assessed by any steward for any infraction of the rules, incident, or personal conduct that is not keeping with the spirit and intent of the ARC. In addition, enforcing these types of standards support our focus on safety. The following are examples of actions that could warrant a penalty, especially if it's a repeated infraction:
 - i.** Passing under yellow or red flags
 - ii.** Blocking – one defensive movement is allowed to protect position
 - iii.** Technical rules infraction
 - iv.** Reckless or dangerous driving
 - v.** Unsportsman/woman like conduct, both on and off the track

- vi. Recklessly dive-bombing into corners or stealing apexes
- e. Any driver involved in an on the track incident, causing visible damage to their or another driver's car must report to the tech steward within 30 minutes of the checkered flag or a 6mo probation penalty will be assessed. Drivers found at fault will be notified in writing and will be required to carry this notice in their logbook while the penalty is in effect.

3. Car Numbers, Class Identification, Decals

- a. All cars must display easily readable numbers and class designation for identification. These must be displayed on each side, front (hood) and the rear of the vehicle, of significant size and color differentiation from the body color so as to be clearly seen by event officials. Side and hood numbers shall be a minimum of 8" high with a 1.5" to 2" stroke. The rear number shall be a minimum of 3" high with a minimum 0.5" stroke. Class identification shall be near the numbers and be a minimum of 3" high. Class identification will consist of one letter and one number. Sedan A = A, Sedan B = B, Formula/SR = F. Subclasses are indicated by number, e.g., subclass one = 1, subclass 2 = 2, etc. So Sedan B in subclass three would be identified as B3.
- b. Drivers in the ARC series have priority over newcomers when it comes to numbers. Numbers for Class must be unique, and it's a first come, first served process with the unique numbers
- c. Club racing officials may require series and sponsor identification (decals) on a car, in specific locations, contrast, and size prior to being allowed to race.

4. Steward's Decisions

- a. All steward decisions concerning safety, eligibility, acceptance or other issues surrounding rules are binding and not protestable or appealable at that event. If the racer does not agree with a steward's decision, s/he can appeal to Dave and Troy after the event.
- b. All vehicles must be presented in a clean and pleasing manner. Club officials reserve the right to refuse any vehicle in ARC events which do not conform to the "spirit of the ARC".

5. Alcohol and Drugs

- a. No driver may participate in any on-track activity within an event while under the influence of a substance, prescriptive or otherwise, including alcohol. Alcohol is not to be consumed by any racer, member of a racer's crew, guests, event volunteers or event staff until the last car in any run group is off the track.

6. Grid

- a. There will be three calls to pre-grid over the PA system: 15min, 10min, and 5min. If you arrive less than five minutes to race to the pre-grid, you will be put at the rear of the field. This is to prevent rushing and an orderly race start.
- b. You must have on all of your race gear prior to entering the hot pits. This includes harnesses, helmets, gloves, racing suit, shoes, etc, per the safety rules.
- c. The field will be reversed for the second race of the day, if a two race/day format is used. Only the sub-classes will be reversed, thus decreasing the

speed disparity between the faster cars that normally run at the front of the pack. If the field is unusually small for some reason, positions one through six may be reversed, depending on the speed differential between racers.

Change Log

3/1/2004 Safety 7.c – Window Nets: Added arm restraints as an alternative to using a window net.

5/3/2004 Safety 22.a, 22.b – Flags and on-track instructions

5/3/2004 General Rules 6.a, 6.b – Instructions for pre-grid and grid