



Global Time Attack Club Codes and Regulations, GTA CCR.

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GTA CCR PREFACE

GTA Official Notice of Disclaimer

At GTA we make the effort to provide participants with a relatively safe environment for all involved. But even with strict rule enforcement and strict rule adherence, all participants must be aware that their mere presence at an event presents a chance of becoming critically or fatally injured, even by no fault of their own. The rules do not guarantee or imply that injuries or death will not occur. All GTA event attendees agree to assume the risk of being injured or killed by the negligence and/or gross negligence of others. If there are any questions or problems with these rules and regulations, it is the participant's responsibility to immediately contact Global Time Attack (GTA) office before entering an event facility. GTA, 2174 W 190th Street, Torrance, CA 90504 Phone: 310-974-4252

Safety Hazards

It is the responsibility of each event attendee to inspect and analyze all aspects related to the facility, rules, regulations, and/or instructions pertaining to the event (whether written or verbally stated). The event attendee is required to notify a GTA Official, without delay, of anything that appears to be a potential safety hazard. Failure to comply with this rule will be cause for permanent ejection from all GTA sanctioned activities, nationwide. Additionally, everyone involved should consider that no activity, facility, or system is 100% perfectly safe, despite all best efforts. Therefore, each participant is hereby notified that grave and unforeseen danger may exist in any activity, at any event, automotive related or otherwise.

MISSION and PURPOSE

Global Time Attack: Mission Statement

Global Time Attack is a sanctioning body created to organize, promote, and produce amateur and professional motorsports activities throughout the United States. Global Time Attack (GTA) also serves to conduct, supervise, sanction, and organize amateur and professional motor racing and work in association with other road racing organizations, striving for the betterment of all aspects of motorsports.

The Purpose of the *GTA Club Codes and Regulations* (GTA CCR)

Global Time Attack (GTA) created the *GTA Club Codes and Regulations* (GTA CCR) in order to set the guidelines, rules, and standards that will function to govern GTA sanctioned motorsports activities in order to promote safety and fairness in competition.

1.0 THE BASICS

1.1 General Rules

All drivers are required to operate their vehicles within the rules, and within the limits of the marked course. Failure to do so compromises the integrity of the program and will not be tolerated. The GTA administration strives to promote qualities like good judgment, responsibility, and safe driving, both on the track and on the highways.

1.2 Eligibility Requirements

- Be at least 18 years old (16 or over with parental consent or hold a competition license with a recognized organization AND parental consent/release).
- Have use of an automobile that meets GTA's technical requirements.
- Have proper safety equipment, as per the GTA CCR.
- Fully pay all applicable GTA fees.
- Have no outstanding debts with GTA or GTA's affiliates.
- Have knowledge of all of rules found in the *GTA Club Codes and Regulations*, and fully agree to abide by them.
- Must be deemed physically fit by their physician to participate in a high stress and physically demanding sport such as auto racing.
- Sign all required waivers, and in particular the "gate waiver" before entering the facility.
- Have their car inspected before going on track.

1.3 Minors

No one under 18 years of age (16 or over with parental consent or hold a competition license with a recognized organization AND parental consent/release) is allowed to be on the track. The pit lane is considered part of the racetrack. A minor release form must be filled out and be on file with GTA for minor participants.

1.4 Non-Eligibility / Non-Registered Drivers

Only registered drivers and officials are allowed to operate a vehicle on the track. Anyone not officially registered in the event, that is found operating a vehicle on the track at anytime, will be immediately ejected from that event. The driver will be fined the amount of the events entry fee. The registered driver that allowed their

cars use by the unregistered driver, along with that person's guests and crewmembers will also be disqualified and removed from the event. Additionally, all GTA sanctioned clubs, affiliates, and other sanctioning bodies will be notified.

1.5 Responsibilities for Valuables

Theft is virtually unheard of at GTA events, however the management encourages all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. The event facility management, GTA, and GTA affiliates take no responsibility for any loss, damage, or theft of any item while at the event.

2.0 CONDUCT

2.1 Participant Expectations

Every participant [Ref: (1.4.4)] at a GTA sanctioned event shall conduct themselves according to the highest standards of behavior and sportsmanship particularly in their relationship with other drivers and Officials, and in a manner that shall not be detrimental to the reputation of GTA, its series, or other drivers. This rule also pertains to actions away from the track, such as posting comments on forums that are in violations of this rule. Failure to do will result in harsh penalties.

2.2 Conduct of Guests and Crew

Drivers shall, at all times, be responsible for the conduct and behavior of those accompanying them to an event such as crew, mechanics, and friends. Any offense committed by the driver's crew, mechanics, or friends will be directly chargeable to the driver and or team.

2.3 Alcoholic Beverages

Consumption of alcohol by any participant during the hours of the event is prohibited.

2.4 Narcotics and Dangerous Drugs

Any participant, as defined by Federal and/or state laws, specifically prohibits the use of any dangerous drugs or narcotics, unless prescribed by a doctor.

2.5 Weather – Rain, rain storms, inclement weather

The event will not be canceled due to inclement weather unless ordered by the Event Director. It is the responsibility of the driver to bring appropriate equipment such as rain tires, clothing, etc.

2.6 Property Damage

Damage to the racetrack, its surface, fencing, paddock, walls, buildings, trailers, equipment, vehicles, etc., by the driver (including his/her friends, crew, and

sponsors) is the responsibility of the driver, and said driver agrees herein to make restitution. This agreement is binding when a driver enters the event.

2.7 Passenger Privileges

Passengers are not allowed at any GTA event. GTA Staff may ride with competitors for check rides or safety checks.

2.8 Good Sportsmanship

GTA considers good sportsmanship to be the very essence of the sport, and the basic foundation of any competition. Competitors are expected to hold the qualities of fairness, honesty, courtesy, and justice to be more important than the outcome of the race. Real sportsmen/women may have an intense desire to win, but not at all costs. A person that has won by cheating, or by any means less than honorable, has simply found a way to acquire a trophy, but not a victory.

2.8.1 Unsportsmanlike Conduct

Any unsportsmanlike conduct, on any scale, is not welcome at GTA events. Acts of unsportsmanlike conduct have many forms such as arguing, yelling, intimidation, aggressive physical contact, and losing without grace. No form of unsportsmanlike conduct will be tolerated at any GTA event. Competitors that show poor sportsmanship due to a mistake in judgment will be educated, and punished if necessary. However, competitors that commit repeated acts of unsportsmanlike conduct cannot be educated; therefore expulsion is most likely the only remedy.

2.8.2 Knowledge and Possession of the Rules

All drivers must know all of the rules, especially those pertaining to safety items. Additionally, all drivers must have the appropriate rule books in their possession, or have immediate access to them at all times.

2.8.3 Meeting Attendance

All drivers are required to attend all mandatory meetings. If a driver is unable to attend, and cannot send a representative, he/she must notify the Race Director before the meeting. Some latitude will be given in hardship cases. Failure to attend, or make proper notification, will result in not being allowed on track for the following 1 or possibly 2 sessions.

2.9 Medical Conditions

It is the responsibility of the driver to notify the GTA office and/or the Event Director of potential, or existing, medical problems that are not listed on the Physical Examination Form (if applicable). Any driver that has an abnormality of the heart as evidenced by an EKG and a Vector-Cardiogram may not be allowed to participate. It is the responsibility of those participants with a history of heart

abnormalities or problems, to obtain and submit specific written permission from his/her doctor to the GTA office before going on track.

2.9.1 Pregnant Drivers

Pregnant participants may be allowed to drive with specific approval from a medical doctor. It is the sole responsibility of the participant to abide by this rule. The GTA administration however, does not recommend driving while pregnant.

2.9.2 Disabled / Handicapped

Most tracks have some accommodations for the disabled, however GTA recognizes the need for improvements at a number of facilities. Therefore, any disabled person that is planning to attend a particular event is encouraged to contact the local GTA office; and the staff will be happy to see to it that the best practical arrangements are made.

2.10 Responsibilities for Valuables

Theft is virtually unheard of at GTA events, however the management encourages all participants to lock up their valuables. Participants are strictly responsible for the safe keeping of their own belongings. The event facility management, GTA, and GTA affiliates take no responsibility for any loss, damage, or theft of any item while at the event.

2.11 GTA Suit Patch

All competitors are requested to wear a GTA Suit Patch on the upper torso of the front of their driving suit. Contact GTA Staff for patches.

2.12 Children

Children must remain under CLOSE adult supervision at all times. Parents shall not allow their children to play around any pets that may be at the facility unless that pet belongs to that child or parent. The speed limit in the paddock is five (5) MPH for any vehicle other than emergency vehicles. This speed limit applies to motorized and non-motorized vehicles as well.

2.13 Pets at the track

Some tracks prohibit pets (including dogs) and/or have special rules regarding pets. It is recommended that all pets be left at home. However, should a pet be brought to a track that allows pets, the following conditions apply: The owner is solely responsible for the actions of his/her pets. This means cleaning up after them and being held legally liable if their pets bite another pet or a human. Additionally, all pets must be kept on a leash, in a cage, or in a vehicle at all times. No pets are allowed in the pit lane at anytime.

2.14 Loud Engines

Each facility has its own set of rules for allowed sound levels at all times of the day or night. It is the responsibility of the participant to check with the local GTA Office, or the facility to get this information. As a rule of thumb, at most tracks it is prohibited to start loud engines (even for a few seconds) before 7:00 AM or after 7:00 PM (unless the event hours exceed this time). Failure to comply with the sound rules after hours at any given facility will result in harsh penalties.

2.15 Gas Cylinders

All compressed air bottles/gas cylinders with a rated pressure of over two hundred pounds per square inch (200 PSI) must be securely fastened so as not to topple over or shall be fully enclosed in a structure, such as a rollaway or crash cart. This structure must serve to prevent head breakage AND containment, should the head break off.

2.16 Minimum Attire

Any participant in the hot pits must wear at least a T-shirt, pants, and shoes (no open toed shoes). Some racetracks may have more restrictive requirements, and if that is the case, we must adhere to the track's rules.

3.0 GTA TECHNICAL REQUIREMENTS

3.1 Purpose

For the purposes of maximizing participant safety, every car should pass a technical inspection. A full and complete technical inspection should be performed on each car for each event.

3.2 Preparation Instructions

- Examine the GTA Technical Inspection Form and make sure that the car meets or exceeds the minimum requirements. Every effort should be made to have a safe and reliable car.
- The tech inspection should take about ten (10) minutes.
- It is required a fire extinguisher be kept in all cars (Limited or higher) will be securely mounted with a metal bracket bolted not screwed within easy driver's reach. A pillar mounts are prohibited.
- Once teched simply place the form on your dash or windshield for the first session on grid. A GTA marshal will collect it and place a GTA Tech decal on your car.

3.3 Required Safety Equipment -Driver

Disclaimer: Conformance to these regulations is the driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations it is the reader's responsibility to contact the GTA office, or a GTA official immediately. All participants should utilize equipment that meets or exceeds these minimum requirements, while driving on track (Note-passenger equipment must meet or exceed these minimum requirements; but do not necessarily have to match the driver's equipment):

1. Use a proper fitting helmet that meets Snell 2000 (SA2000, M2000) or newer for cars or motorcycles.
2. The driver must utilize modern style stock seatbelts in very good condition, or a DOT approved restraint system, while operating a vehicle on the track. Lap belts used without any shoulder restraints are not permitted even if OEM. Restraint system requirements are listed in Section #3.4.8. Only OEM 3-4 point and 5-6 point FIA or SFI rated harnesses are acceptable.
3. Non-synthetic fabric clothing (i.e. cotton).
4. No open toed shoes, or tank tops may be worn in the car while on track.
5. Drivers should wear eye protection such as goggles, safety glasses or face shields preferably made of new impact resistant materials.
6. It is recommended that any corrective eyeglass material used be made of safety glass type that meets U.S. Government standards.

3.4 Vehicle Technical Regulations

Every vehicle entered in any GTA sanctioned event should meet or exceed these requirements.

3.4.1 Appearance

All entered vehicles must be in good condition and appearance. Vehicles with excessive body damage, missing body parts, primer body panels, etc., are not allowed.

3.4.2 Wheels and Tires

The general condition of the tire and rim assembly must be good. There should be no cracks or other damage to the wheel. There should not be cords exposed, bubbles, or other visible damage on the tire. All lug nuts must be present and tightly hold the tire and rim assembly to the car's hub. No hubcaps or beauty rings are allowed.

3.4.3 Steering and Suspension

The steering mechanism and the suspension of the car should be checked for its general condition. The front and rear wheel bearings should be tight and play-free.

There should be very little or no play in the suspension of the car and in the steering mechanism.

3.4.4 Engine Bay

There should be no significant fluid leaks from the engine, radiator, or hoses. A radiator overflow of at least one-liter capacity should be used. Oil breathers or vents shall return the oil to the engine or should terminate in a catch tank of at least one-liter. All hoses carrying fluids should be in good condition with no cracks or other damage.

3.4.5 Brakes

The brakes should be in good working condition and must be able to stop the vehicle in a reasonable distance in a safe and controlled manner. The pedal pressure should be adequate. The fluid level must be above the minimum limit as specified by the manufacturer. The brake lines must be in good condition.

3.4.6 Disabled Drivers -Controls

All cars with hand-operated controls (for the disabled) are the responsibility of the driver. GTA will not assume any liability for poor design and /or failure of any such mechanism.

3.4.7 Roll Bars

All open cars that do not have OEM roll-over protection should have a roll bar installed to help protect the occupant(s) from injury during a rollover. The main hoop shall be one continuous piece with smooth Mandrel bends with no evidence of crimping or wall failure. All welds should be of the highest possible quality, with full penetration [Ref:(3.6.15)]. All cars with roll bars are required to have adequate roll bar padding per CCR section 3.6.4. In cases where the driver's head may come in contact with the roll bar should the seatback fail; a seatback brace is required in conformance with section 3.6.21. Acceptable roll bars include, but are not limited to, the following:

Hard Dog

AC -Ace

D -Deuce (center-braced model only)

AB -M1 Hard Core

TB – M1 Hard Core Hardtop

9B – M2 Hard Core

NB – M2 Hard Core

Auto Power

Street Roll Bar

Street-Sport Roll Bar

Race Roll Bar

The above roll bars are examples only. GTA does not endorse any brand or model and will not be held liable for any failures of roll bars.

3.4.8 Seatbelts and Harnesses

The seatbelts should be in good condition. No damage may be present on the seatbelts and they must be the factory configuration. Any harness or any restraint system, other than factory stock, shall be FIA or SFI 5 or 6 point harnesses as described in section 4.5, in all respects except for the expiration regulations. Harnesses that are expired for racing may be used providing that they are in at least very good condition. The use of a lap belt without any shoulder restraint is not permitted. Passenger seatbelts must meet the same minimum requirements per the GTA CCR as the driver seatbelts if being used by a passenger. Note-passenger equipment need not match the installed equipment on the driver's side. Stock / OEM belts cannot be worn with hard shell, fixed back racing seats. Those seats must have a 5 or more point racing harness.

3.4.9 Battery

The battery should be securely fastened to the car. An electrically non-conductive material should cover the positive battery terminal. Any battery located inside the driver's compartment should be fully covered and firmly secured to the chassis (or tub) in a marine type battery case. Dry cell, gel cell, and AGM batteries may be mounted without a surrounding case, however a case is still recommended.

3.4.10 Gas Caps

All vehicles should utilize gasoline caps such that the gasoline will not spill out of the fuel tank under hard driving.

3.4.11 Exposed Wires

There should be no bare exposed bare wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live or "hot" wires may be exposed anywhere in the vehicle.

3.4.12 Seats

All seats must be securely fastened to the structure of the car such that they are strong enough to withstand a major impact. If replaced, the replacement seat should be installed according to the manufacturer's instructions. Expired FIA seats may be used in GTA without a seat back brace if one was not required originally.

If stock seats are to be used with a roll bar/cage, care should be taken to prevent the seat from submarining under the roll bar. Care should also be taken to prevent the occupant from hitting his/her head on the roll bar/cage.

Passenger seats must meet the same minimum requirements, per the GTA CCR, as the driver seat, if used by passengers. Note-The passenger seat does not have to match the driver's seat.

3.4.13 Loose Objects

All loose objects in *the vehicle's passenger compartment* and trunk must be removed. Spare tire, jack, tools, etc. must be removed.

3.4.14 Car Numbers

The vehicle should exhibit its GTA assigned car number on both sides of the car.

3.4.15 Rearview Mirrors

The vehicle should have at least one rear view mirror affixed such as to provide the driver with good visibility to the rear. A rear-view camera system may be used in lieu of mirrors.

3.4.16 Camera Mounts

Video camera mounts should be secure and capable of surviving an impact .

3.4.17 Hoses Inside Cockpit

All hoses carrying any *hot or flammable liquids should be reinforced*. Liquids or any gases that go through the cockpit should be abrasion resistant braided or steel braided. Any hoses that carry cold water, such as washer fluid, cool suit, etc. are exempt from this rule. Rubberized or rubber-coated steel braided hoses are acceptable.

3.4.18 Lights

There should be at least one working red brake lights visible from 300 feet to the rear.

3.4.19 Tow Eyes

All vehicles must have at least two (2) easily accessible (and usable) tow eyes; one (1) in front and one (1) in back. They must not protrude dangerously from the car, and they must be accessible without manipulation of the bodywork and/or panels. They should be strong enough to support the weight of the car. If no tow eyes are available, the towing crew will hook onto other things that may cause damage to the driver's car. The towing crew will not be held liable for that damage.

The tow crew should attempt to avoid damaging the participant's vehicle. However, should damage occur in the course of loading, towing, preparing to tow, or unloading. GTA and / or the tow crew will not be held responsible for any damages.

3.4.20 Mufflers: Sound Limit

There may be a specified noise limit for each event. For the purposes of this section the term "Black Flag" refers to either a standard Black Flag, or a Mechanical Black Flag. A vehicle measured to be over the sound limit will be Black Flagged. The Black Flagged driver must pit immediately. Failure to pit immediately when given the Black Flag for a sound violation will carry extremely severe penalties, typically a fine of \$500. The vehicle will not be allowed back on the racetrack until significant changes are made to make the vehicle quieter.

3.4.21 Alcohol Injection

Tanks containing alcohol (e.g. methanol) that exceed 50% alcohol by volume should carry an FIA FT3 (or higher) rating and be installed per fuel cell regulations found in GTA CCR Section [Ref:(4.4)]. Tanks containing 50% or less alcohol by volume may use any container per the manufacturer's instructions or recommendations. Under all circumstances tanks or containers must be mounted in an area that is completely separated from the driver by a bulkhead or firewall.

3.4.22 Exhaust Exit

The exhaust must exit away from the driver compartment. If exiting forward of and upward the driver must wear a respirator system.

4.0 REQUIRED SAFETY EQUIPMENT

These regulations must be strictly followed. Conformance to these regulations is the driver's responsibility. These regulations do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these regulations it is the reader's responsibility to contact the GTA office immediately.

4.1 Fire Extinguisher

It is recommended for all classes, required for Limited, Unlimited and Pro/Comp that all cars without a fire system must have at least a fire extinguisher securely mounted inside within driver's reach while normally seated, belts fastened and steering wheel in place. The bracket should be metal and of the quick release type. The mounting hardware should use nuts and bolts and not just sheet metal screws. Fire bottles made of plastic or aerosol-type cans are prohibited.

The following chemicals are allowed: Halon 1301, 1211, or Halotron I, hexafluoropropane, HFC-236a, CC0610, FE-36, two (2) pounds minimum; ABC dry chem., two (2) pound minimum; 10BC potassium bicarbonate (Purple K) or sodium bicarbonate; or 1A10BC multipurpose, ammonium phosphate and barium sulfate or Monnex. All fire bottles should have a gauge indicating their charge status (which should be in the green range). Any bottle without a gauge should be weighed to determine content. Once a bottle has been even slightly discharged it should be replaced or refilled.

4.2 Fire System

It is highly recommended that a fire system be installed. An on-board system uses lines routed through the car with a single actuator to engage in case of emergency. An on-board system shall use Halon 1301, 1211, or Halotron I, hexafluoropropane, HFC-236a, CC0610, FE-36, five (5) pound minimum, with a minimum of two (2) nozzles (one (1) in cockpit and one (1) in engine bay) with manual or auto release. Other agents in SFI certified systems are acceptable. Systems may also use AFFF material (e.g. SPA Lite, ZERO 2000, Coldfire 302) 2.25 liter minimum. If such a system is used, the appropriate atomizing nozzles shall be used. All AFFF internally pressurized system bottles shall use a working pressure gauge. All AFFF bottles shall be marked with the recommended "filled weight." All system cylinders should be securely mounted with bolts. On-board systems may also use CEA614 provided that the lines and nozzles are replaced as per the manufacturer's (3M) instructions. If an electric solenoid or switch is used to activate the fire suppression system, it should not lose power when the electrical master switch or vehicle ignition switch is turned off.

4.3 Fire Extinguisher / Fire System Required Decal

Vehicles with a fire extinguisher or suppression system must display one (1) "E" decal on the outside of the vehicle identifying the location of the fire extinguisher. The decal should be placed closest to the entry point of the vehicle where the fire extinguisher is most accessible from the outside. This decal indicates to someone assisting the driver where the easiest access point is located. On vehicles with fire systems, one (1) decal is required at the release switch or button, as well as one (1) on the outside of the vehicle.

4.4 Fuel Cell / Tank

All fuel cells must be FIA FT3 (or higher) or SFI 28.3 certified.

A fuel cell is not required, but must be used if the OEM fuel tank is replaced. All vehicles having a fuel cell must comply with the rules in this section, even if a fuel cell is not required by the class rules.

- 1 There should be a solid bulkhead completely separating the fuel tank, fuel pump, fuel cell, filler neck hoses, and/or vent lines, from the driver compartment.
- 2 The cell must contain a bladder that is FIA FT-3 (or higher) or SFI 28.3 rated.
- 3 The cell should be in a container made of at least 0.036-inch steel, 0.059-inch aluminum, or 0.125inch Marlex, fully surrounding the bladder.
- 4 Internal foam baffling should be installed, as per FIA FT3-1999 (or higher).
- 5 The filler cap, line, vents hoses, etc. should be designed so that no fuel will escape if the car is partially or totally inverted.
- 6 There should be a small drain hole in the outside box to purge fuel trapped between the bladder and the box.

7 The competitor is responsible for ensuring that the cell, bladder, and components are installed, maintained, and replaced per the manufacturer's instructions and in accordance with applicable sections of the CCR.

8 The bladder has a date of manufacture and serial number. The competitor is responsible to note this in the front of the vehicle logbook.

9 Bladders older than 5 years should not be used.

The competitor is responsible for showing proof of the age of the bladder. It is highly recommended that the receipt for the purchase of the bladder (or entire cell) be stored with the Vehicle Logbook.

4.4.1 Installation

Floor structure may be modified to aid in the installation of the cell. Steel location strapping is strongly recommended to keep the fuel cell from dislocating in a crash. Installing a fuel cell that hangs significantly close to the ground or one that is mounted closest to the rear of the vehicle, even if the installation meets with these rules, may be deemed unsafe and therefore excluded from competition.

4.4.2 Rotary-molded cells

Rotary-molded cells are not allowed unless the bladder meets the current FIA FT3 specifications and carries the current FIA FT3 standard certification mark, label, or stamp. Most or all JAZ and RCI brand cells are examples of rotary-molded cells that do not carry such ratings. [Notes: A good fuel cell is made by companies such as ATL or Fuel Safe (other than their entry level models), and normally cost \$600 or more. Beware of inexpensive "SCCA APPROVED" cells. While SCCA is a fine organization, the stamp of approval found on some safety items may pertain to other forms of racing, and may not be consistent with these rules. Consult an expert before purchase.]

4.4.3 Fuel Cell for Alternative Liquid Fuels

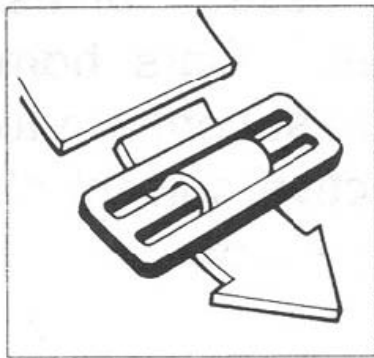
According to leading manufacturers of fuel cells, there is no problem putting alternative fuels into a fuel cell made for gasoline. However, if the cell was previously used for a different fuel, such as gasoline, the bladder should be rinsed, and the foam should be changed. The same is true when switching from an alternative fuel back to gasoline.

4.5 Driver restraint system

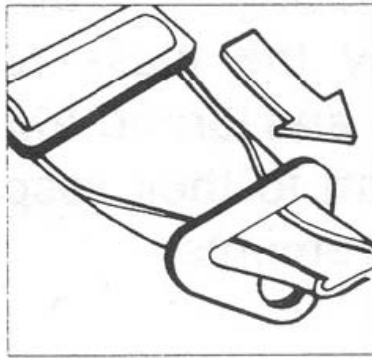
(See diagram at end of section)

1. All vehicles should have a five (5), six (6), or seven (7) point seat belt system.
2. A five (5) point system consists of: a lap belt, two (2) shoulder belts, and anti-submarine strap.

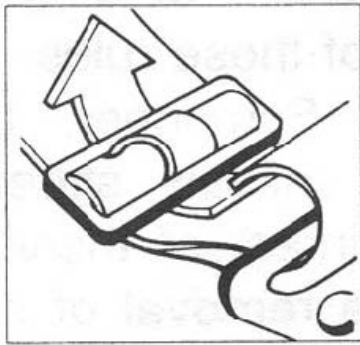
3. A six (6) point system is recommended for cars where the driver is seated in an upright (to thirty (30) degrees) or a semi-reclining position. It consists of two (2) anti-submarine belts in addition to lap and shoulder belts.
4. A seven (7) point system is recommended for seats with more than thirty (30) degrees of incline.
5. The material of all straps should be in new or perfect condition. The buckles should be metal quick release. There should be a single point of release for all belts.
6. The shoulder harness should be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of no more than twenty (20) degrees with the horizontal.
7. The seat, seat holes, and attachments to the seat are not permissible "harness guides" for compliance with the angle requirement. Only specific harness guide bars, or parts of the chassis or the cage are allowed to be used for this purpose. The guide bar, if used, should not present a sharp edge to the belt. It should provide as much area of support as possible to distribute the load.
8. Only separate shoulder straps are permitted. "H" type belts are allowed. "Y" type belts are not allowed. Each shoulder strap should have an independent mounting point.
9. All mounting hardware should be SAE grade five (5) or better. Large diameter mounting washers should be used to spread the load. Bolting through floor panels etc. is not acceptable without required washers.
10. *Certain belt sets are made for certain purposes, such as for use with a specific head and neck restraint device. The driver is responsible for ensuring the use of the proper belt set for his/her given application.*
11. All drivers should take care to ensure that their belts are properly worn, adjusted, and latched. *It is the driver's responsibility to assure that harnesses are installed in compliance with manufacturer's instructions for the harness as well as their head / neck restraint.*
12. Any driver involved in a high impact crash shall send all of their safety belts back to the manufacturer for inspection, re-webbing if necessary, and re-certification before they may be used again in competition. Proof of re-certification is the driver's responsibility.
13. All belts should be threaded in compliance with manufacturer's instructions. An example of one type of threading instruction set appears at end of this section.



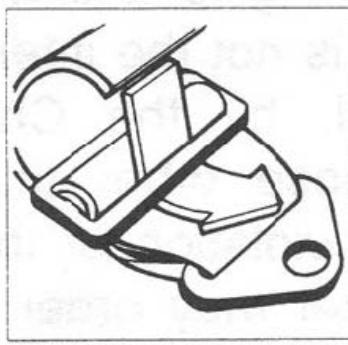
STEP 1: Insert strap through tightening buckle



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



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



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

4.6 Roll Cage

(See diagram at end of section)

4.6.1 Purpose of Roll Cage

The basic purpose of the roll cage is to protect the occupant in case of a rollover or a collision. These rules apply to all classes, unless otherwise superseded by the class rules. Vehicles homologated by, or built to the specifications of FIA Group N, FIA Group C, JAF, SCCA, IMSA, and Grand AM, must conform to these rules, or may conform to their respective current class rules for roll cage requirements for guest

groups and special events. Any vehicle that does not conform to the GTA cage rules, yet conforms to cage rules of another recognized sanctioning body (SCCA, IMSA, Grand Am, etc.), that wishes to compete in GTA events on a regular basis, may be ordered to make modifications within a time frame specified by the Race Director and approved by the Regional Director. Note-It is the responsibility of the driver to furnish a copy of any non-GTA rules applicable to his/her vehicle.

4.6.2 Intent

Chassis stiffening is a side benefit of a good roll cage system, but it is not the intent of these rules. Parts of the cage deemed by the GTA Chief Technical Director, to serve no practical purpose other than chassis stiffening in Enthusiast and Street is in violation of class rules. The GTA Chief Technical Director may order the removal of said parts, or require that the vehicle owner redesign, reconstruct, and re-certify the roll cage if warranted. The removal or redesign of the cage, whole or in part, to comply with these rules, does not imply that penalties will not be issued for violating the intent of these rules.

4.6.3 Installation

The cage may be removable or may be permanently welded, or any combination thereof, providing that all aspects of the cage meet these rules.

4.6.4 Padding

All roll cage surfaces that may come in contact with the driver should be padded with high-density padding such as Ethafoam or Ensolite.

4.6.5 Bends

None of the tubing may show any signs of crimping or wall failure. All bends should be Mandrel type. The center radius of the bends should not be less than three (3) times the outside diameter of the roll cage tubing.

4.6.6 Main Hoop

The main roll cage hoop should be as wide as the full width of the interior and must be as close to the roof as possible without violating GTACCR section 4.6.20 Inspection. One continuous length of roll bar tubing shall be used as the main hoop. The main hoop must consist of not more than four (4) bends maximum, totaling one hundred eighty (180) degrees +/-ten (10) degrees.

4.6.7 Diagonal Brace

One (1) diagonal brace should be used in the same plane as the main hoop. The diagonal should be one continuous path; meaning that it must conform to Diagrams 15.6.7a or 15.6.7b. Note-If the installation method from Diagram 15.6.7b is used, the builder should pay close attention to alignment. One end of the diagonal brace shall attach to the corner, or horizontal part of the main hoop above the driver's head,

within twelve (12) inches of the driver's-side corner. The other end of the diagonal brace shall attach to the mounting plate (or to the main hoop as close to the mounting plate as practically possible) diagonally opposed to the driver's head (passenger floor).

4.6.8 Forward Hoops (Option 1)

The forward hoops should extend from the main hoop (in a forward direction) to the floor by following the roof and the "A" pillar of the car. There should be a bar connecting the two (2) forward hoops at the top of the windshield mounted as close to the roof as possible without violating CCR Section #15.6.20 Inspection. The forward hoops should incorporate no more than four bends each. Optionally a "15.6.9 Halo Hoop (Option 2)" or "15.6.10 Front Hoop (Option 3)" construction may also be acceptable.

4.6.9 Halo Hoop (Option 2)

A "halo bar" extends from the main hoop (in a forward direction) following the roof line to the windshield then following along the top of the windshield, then following the roof line back to the main hoop, thus creating a "halo" over the driver's head. A "halo" bar should be constructed of one (1) continuous piece of tubing. One (1) down tube following the "A" pillar should support the "halo" on each side of the car. The down tubes shall incorporate no more than two (2) bends each.

4.6.10 Front Hoop (Option 3)

A "front hoop" is a bar that extends up from the floor, then follows the "A" pillar up to the roof, then follows the roof line across the top of the windshield, then back down the other "A" pillar, and then terminates on the floor. There should be one (1) horizontal bar (following the roof line) connecting the main hoop and the forward hoop on each side of the car. The front hoop should incorporate no more than four (4) bends.

4.6.11 Rear Braces

The main hoop should have two (2) braces extending to the rear. The braces shall be attached as near as possible to the top of the main hoop, and no more than six (6) inches below the top. *The braces should not contain any bends.* There must be at least 30 degrees between the plane of the main hoop and the plane of the rear braces. The main hoop rear braces shall be installed to form no more than a one hundred five (105) degree angle or no less than a seventy-five (75) degree angle with the main hoop when viewed from the top. *may consist of an "X" pattern design.* The main hoop braces may be mounted at the rear shock mounts or suspension pickup points (providing that the braces remain in compliance with all other sections of the CCR). They may go through any rear bulkhead(s) provided the bulkhead(s) is sealed around the cage braces. *There may be certain exceptions allowed for cars that cannot possible meet this "no bend" requirement. One exception is listed [Ref:(4.6.11.A)].

4.6.11.A Rear Braces -Exceptions

On cars where the rear window/bulkhead prohibits the installation of rear braces (Porsche 914, Pontiac Fiero, etc.) the main hoop should be attached to the body by plates welded to the cage and attached to the stock shoulder harness mounting location. There must also be a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point ("Petty bar"). Some cars built for racing in other recognized sanctioning bodies may be granted a waiver of this rule; however they must show proof of compliance with the current published rules for their class.

4.6.12 Door Bars / Side Impact Protection

At least two (2) door bars on the driver side and one (1) door bar on the passenger side are required in all vehicles. Note-an "X" design counts as two bars.

Unless superseded by class rules, modifications to any non-chassis structure (such as door panels, inner door sheet metal, windows, door internals, etc.) may be made to accommodate any allowed door bar configuration. However, removal of material and / or modifications is limited to 1) the least amount to accommodate the door bar(s), and 2) can serve no other function. Holes in the door jamb (B-pillar) may be permitted to accommodate door bars; however the structure should not be "notched" so as to weaken it.

4.6.13 Mounting Points

The roll cage shall be mounted to the floor area, which includes rocker panels, of the car in six, seven, or eight points. The cage shall not go through the firewall. The seventh and eighth points must attach to the firewall or front fender wells. All cage attachment points must be mounted to plates or a mounting box (plinth). Each required cage bar shall terminate on a plate with a 360 degree weld to the mounting plate, except as specified in Section 4.6.14.B. There shall be only one (1) mounting "point" per plate. This point is defined as where the "required tube" mounts. All additional tubes mounted to that plate must be mounted as close to the required tube as possible [Ref: (4.6.14.B)]. It is recommended that plinth boxes use a bottom support plate in cases where the edges of the box may punch through the sheet metal.

4.6.14 Mounting Plates

Each mounting plate shall be no greater than one hundred (100) square inches, and no less than nine (9) square inches. Each mounting plate must be no greater than twelve (12) inches or less than two (2) inches on any side. Welded mounting plates shall be at least 0.080-inch thick. Plates may extend onto vertical sections of the structure. Any mounting plate may be multi-angled, but shall not exceed one hundred (100) square inches total including vertical sections.

4.6.14.A Mounting Plates – Bolt-In Cage

The attaching points of a bolt-in cage to the body must use reinforcing plates to sandwich the body. At least three (3) bolts are required for each bolt-in plate and the plate must be at least 3/16 inch thick. All hardware must be SAE Grade five (5) or better with 5/16" diameter minimum. All nuts must be held securely by a locking system such as safety wire, lock washer, Nylock, or jam-nuts. Nylock or nuts that use metal crimping to prevent loosening shall not be reused.

4.6.14.B Tube / Mounting Plate Specifications

Any number of tubes may attach to a plate so long as they are touching each other at the plate. There may be a small gap between tubes to allow welding 360 degrees around each tube. If there is no gap between the tubes, they must be welded around the base as much as possible to form a single figure-eight weld, AND the tubes must be welded to each other for two (2) inches up from the base plate.

4.6.15 Welds

All welding must be of the highest quality with full penetration. All tubes must be welded 360-degrees around the circumference of the tube.

4.6.16 Tube Structure Design / Body

Tubes may touch the body in any place (not to violate GTA CCR section 4.6.20 Inspection), but shall not be attached anywhere except as permitted by GTA CCR Section 4.6.11.A Rear Braces -Exceptions. No deformation of the interior body panels is permitted, except that the horizontal part of the sheet metal (next to the driver's and/or passenger's head) between the top of the "B" pillar and the top of the "A" pillar, may be pushed in to accommodate the roll cage. The intent of this allowed deformation is strictly to allow for more headroom for the driver and/or passenger.

4.6.17 Additional Reinforcement

Any number of additional reinforcing bars are permitted within the structure of the cage provided that they are installed strictly for safety and do not violate GTA CCR Section 4.6.2 Intent. All required bars must be made of the same material and meet with at least the minimum specifications for size and thickness. Additional tubing may be of any size / dimension, however it should not create an unsafe situation.

4.6.18 Roll Cage Tubing Sizes

For the purposes of determining roll bar tubing sizes, vehicle weight is as raced, but without fuel and driver. Note: There is an allowance of minus 0.010 inches on all tubing thicknesses. Minimum tubing size for the roll cage is:

Up to 1500 lbs

1.375" x 0.095" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), Docol R8, T45 or DOM

1.500" x 0.080" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), Docol R8, T45 or DOM

1501 -2500 lbs

1.500" x 0.095" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), Docol R8, T45 or DOM

2501 -3000 lbs

1.500" x 0.120" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), Docol R8, T45 or DOM

1.750" x 0.095" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), Docol R8, T45 or DOM

3001 -4000 lbs

1.750" x .120" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), Docol R8, T45 or DOM

Over 4000 lbs

2.000" x 0.120" Seamless Alloy (4130), Seamless mild steel (CDS Mechanical), Docol R8, T45 or DOM

4.6.19 Bending Allowances

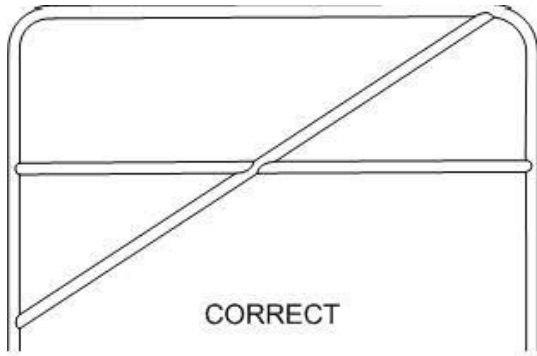
If the maximum number of bends permitted for any one bar is exceeded, all required components shall be made from the tubing size listed for the next heavier category and must be approved by a GTA Technical Director.

4.6.20 Inspection

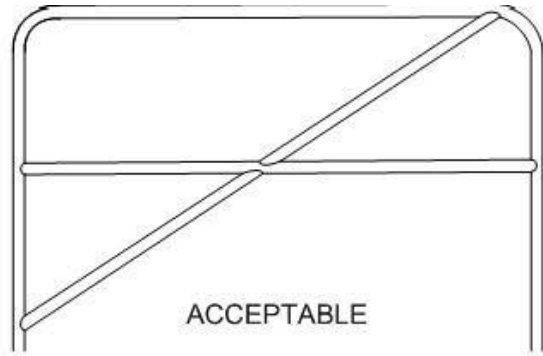
A 3/16-inch inspection hole must be drilled in each of the required bars in a non-critical area for the purpose of determining wall thickness. All welds, except those mounted to plates on the floor, must be accessible for inspection (360 degrees).

4.6.22 Shoulder Harness Bar

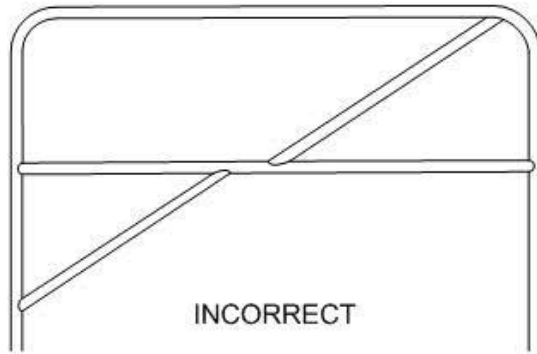
The shoulder harness bar shown in the cage diagram (below) as bar "H" - "G" must meet the minimum dimensions required for the cage design for the specific vehicle. The bar must intersect the required diagonal bar, but need not remain in the same plane as the main hoop (e.g. May bend aft-ward to allow more seat room behind the driver and /or passenger seat(s); as long as it intersects the required diagonal). The harness bar need not intersect the main hoop at any specific location (vertically), however the bar should be installed horizontally (parallel with the ground).



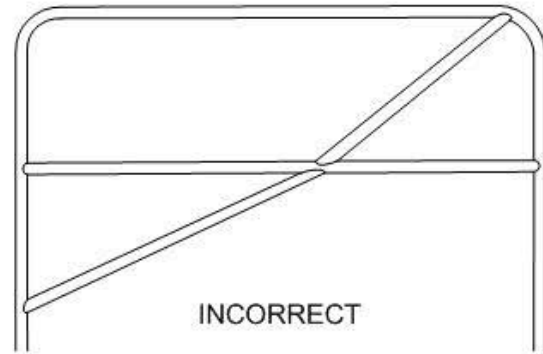
CORRECT
Figure 15.6.7a



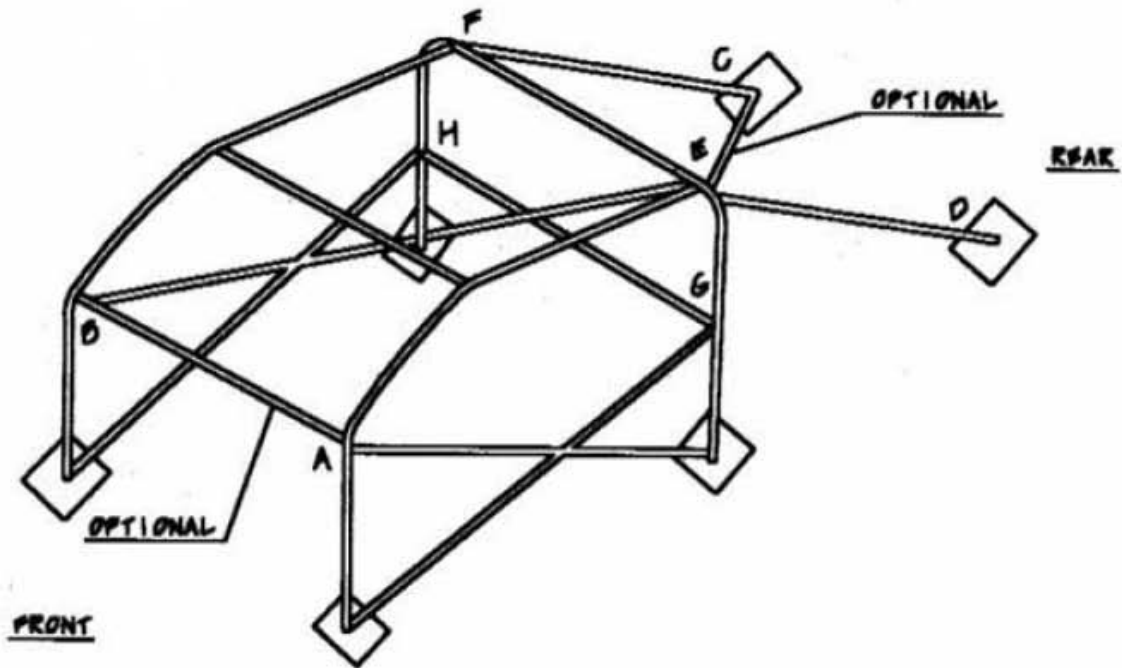
ACCEPTABLE
Figure 15.6.7b



INCORRECT
Figure 15.6.7c



INCORRECT
Figure 15.6.7d



TYPICAL ROLL CAGE

4.7 Disability Operated -Controls

All cars with hand-operated controls are the responsibility of the driver. GTA will not assume any liability for poor design and /or failure of any such mechanism.

4.8 Master Switch

An electrical master switch is recommended on all cars. It should be mounted so that it is easily accessible from the outside. If mounted outside the cockpit, it should be mounted in an area where it is least likely to be damaged (e.g. cowling near wipers). The switch should shut off the motor and cut all power except to the on-board fire system and any other life support / medical device. The switch location must be clearly marked.

4.10 Windows / Window Nets

Unless class rules specify otherwise, vehicles should be operated with both side windows (driver and passenger) windows down (open). Note-rear side windows (e.g. four door vehicles) may be in the open or closed position.

Window nets are recommended on the driver's side window. The net shall be installed with a quick release mechanism at the top front mount so as to allow the window net to fall toward the floor of the vehicle when released. Fasteners must be metal and must be attached to the roll cage, and not the door or body. Drilling holes in the roll cage to mount the window net is strictly prohibited unless properly "bushed" (not recommended). No plastic ties or Bungee (type) cords allowed. The window net must be in very good condition and carry an SFI label indicating a date showing that the net is less than five (5) years old.

4.11 Camera Mounts

Camera mounts are unrestricted and allowed on course.

4.13 Windshield Clips

Windshield clips are recommended to hold Lexan windshield from ejecting in case of a crash. Glass sunroofs (moon roofs) must be removed or covered with tape. Taping to protect headlights from rocks is recommended.

4.14 Hoses Inside Cockpit

All hoses carrying any *flammable* liquids or any gases that go through the cockpit must be abrasion resistant braided, steel braided *or reinforced*. Any hoses that carry cold water, such as washer fluid, cool suit, etc. are exempt from this rule.

4.15 Lights

All cars must have at least one (1) operating red brake light visible from the rear of the car. All cars must have at least one functioning red taillight, red brake light, and adequate headlights when competing in night races.

4.16_Driver's Seat

The driver's seat must be securely fastened and braced in such a way as to minimize the possibility of breaking loose during an impact. Large fender washers and solid fabricated mounts are recommended. Seats made primarily of plastic, PVC, ABS, or other similar polymers are strictly prohibited. The installation of the seat must conform to all requirements published by the manufacturer.

4.16.1 Racing Seat

It is strongly recommended that a racing seat be installed in all vehicles. A racing seat is of solid design; not "tube and cloth" designs commonly found in passenger cars. It can be very difficult to properly brace a "tube and cloth" type seat and the vehicle may not pass technical inspection. Additionally, the cloth or material on a "stock" seat is typically not flame retardant. Therefore, the proper installation of a racing seat is strongly recommended.

4.16.2 Seat Mounting

The seat should be mounted to a steel floor pan with reinforcements. A reinforcement structure should be fabricated with a minimum thickness of 0.090" for those vehicles without a steel floor pan. The reinforcement structure should be mounted to (or within) the steel frame / chassis / cage members.

4.17_Driver's Attire

The following safety items should be worn by the driver to participate in any competitive session. All equipment shall be in a state of good condition. All defects, holes, tears, cracks, and other damage shall be repaired. Drivers' racing attire and belts will be subject to random safety inspections at any time while at the race facility. If, at any time, illegal, non-conforming, missing, or outdated safety equipment is found, the equipment (in its entirety) will become the property of GTA. Additionally, the driver may be fined \$50 for each separate offense. Subsequent offenses during the same season will double the penalty each time. GTA reserves the right to make the penalties more severe should the situation warrant.

4.17.1 Driving Suits

A driver competing in unlimited or Pro/Comp class is required to wear a suit that covers his or her entire body except for hands, feet, and head. It is highly recommended for all classes. Driving suits shall be one piece carrying an SFI 3.2A/1 rating or higher (3.2A/5, 3.2A/10, 3.2A/15, or 3.2A/20) or FIA 8856-2000, FIA NORME 1986/1986. The minimum driving suit requirement for vehicles using any type of diesel or diesel mixture is 3.2A/5, or higher. Note-other types of fuel may require higher ratings.

4.17.2 Underwear

Approved long underwear made of fire resistant material must be worn with all suits except those carrying a rating of SFI 3.2A/5, 3.2A/10, 3.2A/15, 3.2A/20 or FIA 8856-2000. Underwear certified to SFI 3.3 or FIA 88562000 is strongly recommended in all cases. All drivers using any type of diesel or diesel mixture must wear approved long underwear made of fire resistant material, if the suit rating is less than 3.2A/10. Note-other types of fuel may require higher ratings.

4.17.3 Helmet

All Unlimited and Pro/Comp drivers are required to wear a properly fitted and secured helmet while on track. Helmets must be approved by Snell and carry a sticker of Snell SA2005 or newer.

4.17.4 Gloves

Drivers in unlimited class shall wear gloves made from fire resistant material or leather that fully cover the hands and leave no exposed skin when worn with the driving suit. Recommended for all classes.

4.17.5 Eye and Face protection

A full-face helmet with an impact resistant face shield is highly recommended for all vehicles. Eye protection is required. Face shields, safety glasses, or goggles completely made of impact resistant material are permitted as "eye protection." However, the choice of eye protection used, and the responsibility for any failure, belongs to the driver. Drivers with beards or long hair must also wear a face cover (balaclava) made of approved fire resistant materials. A full helmet skirt made of Nomex or other fire resistant material shall also satisfy this rule.

4.17.6 Shoes

Shoes made of fire resistant material or common cowhide leather are required for Unlimited and Pro/Comp class and highly recommended for all competitors. Shoes must cover the entire foot so that there are no exposed areas of skin.

4.17.7 Socks

Socks made of approved fire-resistant material must be worn by unlimited and Pro/Comp drivers, recommended for all.

4.17.8 Head and Neck Restraint

Use of a head and neck restraint system or device, carrying an SFI 38.1 certification label, is mandatory for all drivers in unlimited class, highly recommended for all. References and information can be found in "Appendix D," section #29.0 of the CCR. Additionally, HANS brand devices with FIA 8858-2002 or FIA 8858-2010 certification labels are acceptable in lieu of SFI 38.1 labels.

4.18 Engine Coolant

Glycol-based antifreeze and other additives that may cause a slippery condition if spilled on track are prohibited. Other water additives such as Redline Water Wetter may be used.

5.0 VEHICLE SAFETY INSPECTION

5.1 Inspections

GTA Officials may inspect cars for safety issues at any time. Random safety inspections are common at GTA events, and if any illegal items are found, the competitor will be held accountable.

5.2 Tech Decals

No car may enter the track for a competitive session unless a required GTA Tech Sticker is affixed to the highest part of the driver's side of the windshield, if applicable; or on the top of the roll bar in open-cars, without Race Director approval.

5.2.1 Re-Inspection-Alteration/Damage

A vehicle must be re-inspected by a GTA Tech Inspector, if any of the following has occurred:

1. Been involved in a major crash.
2. Vehicles that have had safety equipment altered or damaged.
3. Missing required GTA Tech Sticker.

5.2.2 Emergency Exit Time

The vehicle should be setup to allow drivers to exit the car quickly in an emergency. Drivers should be tested from time to time to ensure that they can meet the specified time for exiting the car in the event of an emergency. The driver must demonstrate the ability to exit their car within ten (10) seconds by opening the door (for cars with doors) or open-top and within fifteen (15) seconds by way of the window opening for sedans and sports cars. Drivers must be wearing all of their required driver's gear and be tightly belted into the driver's seat when the clock starts.

5.3 Safety Inspection at Each Event

Any driver failing to properly prepare his/her car as required by the CCR and as noted in the Technical Form may be subject to monetary fines, disqualification, and / or other penalties. All competition vehicles will be subject to random safety inspections at any time while at the race facility. If, at any time, illegal, non-

conforming, missing, or outdated safety equipment is found in or on the car, that equipment (in its entirety) will become the property of GTA and the GTA Tech Sticker may be removed. Additionally, the driver may be fined for each separate offense. Subsequent offenses during the same season may double the penalty each time. GTA reserves the right to make the penalties more severe should the situation warrant.

6.0 VEHICLE LEGALITY INSPECTION

6.1 Post Race / Qualifying Legality Inspection

Tech Inspectors have the right to inspect anything at any time for any reason.

6.2 Disassembly

Tech Inspectors should not disassemble any part themselves. They should leave it up to the competitors and their crews. If the inspection is being performed as part of the normal impound inspection process the competitor will bear the cost of disassembly and re-assembly.

6.3 Confidentiality

A competitor has a right to protect information about legal modifications and vehicle setup other competitors. If a competitor feels that inspection by the Tech Inspector (e.g. if the Inspector is another competitor) will result in loss of information to another team, he/she may lodge such an objection with the Tech Inspector. Once an objection has been lodged, the Tech Inspector will remain in impound while the competitor locates the Race Director. The Race Director will then make the determination of legality. The Tech Inspector may watch the vehicle or assign someone to watch it, but shall not conduct any inspections, other than those agreed upon between himself/herself and the driver.

6.4 Protests, Request for Action, and Appeals

6.4.1 Protests

Any entered driver may lodge a protest against another driver disputing the mechanical compliance of their competition vehicle. To lodge a protest, the protestor shall obtain a "*Protest Form*" from Registration, or other designated location, fill it out, and file it, along with the appropriate fee, with the Race Director. The Race Director may accept the protest, may extend the time allowed, or may reject the protest. For the protest to be valid, it must meet the following conditions:

1. Be filed before the end of the event.
2. Each part that is being protested must be named specifically.
3. Each part may be considered a separate protest, in terms of fees.
4. Each part listed shall be accompanied by the rule(s) number that it violates.

5. The title of the rulebook must be cited with each rule number.
6. Be accepted by the Race Director.
7. No anonymous protest

The Race Director reserves the right to modify these rules

6.4.2 Request For Action (RFA)

Any entered driver may lodge a Request For Action against another driver for on-track conduct. The complainant shall obtain a “*Request for Action Form*” from Registration, fill it out, and file it, along with the appropriate fee, with the Race Director. The RFA Form must be filed within thirty (30) minutes of the end of the session in which the incident occurred. The Race Director may accept the RFA, may extend the time allowed, or may reject the RFA.

6.5 Bad Faith Protests

Any competitor, entrant, or team member having knowledge or suspicion of illegal parts or modifications to another competitor’s vehicle has an obligation to immediately disclose that information to that team, or to the Race Director. Filing a protest in violation of these rules will cause action to be taken against the protestor. This will not however, affect the acceptance, rejection, or outcome of the protest.

6.6 Class Rule Compliance

Each competition vehicle must conform to a published set of GTA Class rules for its class. Any competitor found to have qualified or raced a competition vehicle found to have unauthorized modifications may be penalized. GTA Impound Inspectors will determine legality of modifications to competition vehicles. **Any modification(s) to performance items, whether it is a performance advantage or not, will be termed “illegal,” and subject to penalties.** *All illegal items become the property of GTA in their entirety.* Performance items are those items that, if modified, could potentially increase performance. For example, a missing headlight would not necessarily be considered illegal, and normally, the competitor would be required to make corrections without penalties. Class rules supersede rules found in the CCR anytime that there is a conflict.

7.0 GENERAL COMPETITION VEHICLE RULES

7.1 VEHICLE APPEARANCE

7.1.1 Car Numbers and Class Designation

The vehicle must exhibit its assigned GTA car number and GTA class designation on both sides of the car. One on the driver side door and one on the passengers side door. A GTA official will supply you with the appropriate approved GTA Livery.

Numbers should not be part of the vehicles graphics unless permitted by the Chief of Timing and Scoring.

7.1.2 Advertisements and Graphics

Advertising and graphics may be used on the vehicles provided they are in good taste and do not interfere with the required identification marks or conflict with any series' sponsors.

7.1.3 Car Condition

All competition vehicles must be in good condition. Excessive body damage, primered body panels, etc., will not be allowed. The vehicle's mechanical condition must always meet the safety requirements and not pose a hazard. The vehicle may be inspected for safety violations at anytime while at the race facility. The competition vehicles must meet the "50/50" rule that means they must look undamaged and straight at fifty (50) mph from fifty (50) feet. Only the Race Director, Executive Director, or the race promoter may grant exceptions to this rule.

7.1.4 Loss of bodywork

All major body components such as hood, trunk, doors, etc. shall be maintained in normal position during all on track activities. If loss of bodywork is a hazard, the vehicle may be black-flagged. A vehicle completing a race with missing bodywork may be penalized.

7.2 Mufflers: Sound Limit.

There may be a specified sound limit for each event, depending upon the track. For the purposes of this section the term "Black Flag" refers to either a standard Black Flag, or a Mechanical Black Flag. A vehicle measured to be over the sound limit will be Black Flagged. The Black Flagged driver must pit immediately. Failure to pit immediately when given the Black Flag for a sound violation will carry extremely severe penalties.

7.3 Permitted Fuel

Permitted fuel is any grade of commercially available unmodified gasoline, E85 Ethanol, biodiesel, or diesel. The driver must notify the Race Director if using methanol or other exotic fuel, when class rules permit. Vehicles that run on (all or in part) electricity, propane, or hydrogen must be cleared through the GTA Office in writing.

7.4 Engine Paint and Coatings

Engine painting is allowed, provided that it is applied to external surfaces only. No painting or coatings to any internal surfaces, such as drive train parts, blocks, manifolds, etc. is allowed, unless specifically allowed by class rules.

7.5 Battery

The battery should be securely fastened to the car. No Bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non-conductive material must cover the positive battery terminal. Any battery located inside the driver's compartment shall be fully covered and firmly secured to the chassis in a marine type battery case. True dry cell and AGM type batteries may be mounted without a surrounding case.

7.6 Exposed Wires

There should be no bare wires inside the driver's compartment that might interfere with the safe operation of the vehicle. No live (hot) wires may be exposed anywhere in, on, or under the vehicle.

8.0 ON COURSE CONDUCT

8.1 Flag Observance

All flag rules must be obeyed.

8.2 Rough Driving

Any driver, deemed by the Race Director, displaying rough driving may be penalized. The Race Director shall determine the course of action.

8.3 Rules for Overtaking

8.3.1 Passing General

Though passing is inevitable, in time attack it should be handled with care. Overtaking should be handled in the safest manner possible, no one is racing for position, therefore there is no call for blocking or contesting corners. The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be black-flagged and/or penalized. The act of passing is initiated when the trailing car's (Car A) front bumper overlaps with the lead car's (Car B) rear bumper. The act of passing is complete when Car A's rear bumper is ahead of Car B's front bumper. "NO PASSING" means a pass cannot even be initiated. Any overlap in a NO PASSING area is considered illegal.

8.3.3 Right to the Line

The driver in front has the right to choose any line, as long as they are not considered to be blocking. The driver attempting to make a pass shall have the right to the line when their front wheel is next to the driver of the other vehicle.

8.3.4 Blocking

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to “protect his/her line,” and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements. Drivers are encouraged to check with the Race Director for a full explanation before the start of the race.

8.3.5 Incident Review Board

The Race Director may assemble an Incident Review Board (IRB) for the purposes of investigating on-track incidents. The Race Director may give the IRB the power to make decisions to determine fault and/or issue penalties. All decisions made by the IRB may be appealed to the Race Director. The Race Director may elect to override the IRB decisions and/or modify penalties. Note: An IRB is not an Executive Board.

8.3.6 Yellow Flag-Passing

A pass must be completed before the yellow flag station. This means that the overtaking driver must be completely in front of the overtaken car before either vehicle breaks the plane perpendicular to the track as defined by the yellow flag. Note-Drivers that attempt to “race to the yellow” to complete a pass may enter the yellow zone too fast and not under full control; and therefore be penalized for failing to comply with the conditions of the appropriate yellow flag rules.

8.4 Off-course Excursions

The competitor is required to follow the marked course during competition and shall not gain an advantage by an off-course excursion. An off-course excursion is defined as leaving the marked course with all four wheels. The definition of the term “advantage gained” will be left up to the sole discretion of the Race Director, and may include pass attempts that were completed, but the overtaking driver went four-wheels-off on the exit, and it was deemed to be an otherwise “ill-fated” pass (i.e. the “Zanardi maneuver”). Penalties may be assessed for an off-course excursion that affords an advantage to the offender.

8.5 Post Accident Reporting

All persons involved in any “*Significant Accidents*” are REQUIRED to report to the medical staff immediately. Failure to do so WILL result in suspension. “*Significant Accidents are:*

1. All vehicle roll-overs, regardless of damage.
2. Heavy impact rendering the vehicle inoperable.

8.6 Counter-Course Driving

Participants shall not drive on the course in the direction opposite to the normal traffic flow, unless a driver must do so for a short distance, in an extreme emergency and only for the sole purposes of getting out of harm's way, or when ordered to do so by a Course Official.

8.7 Stopping On Course

Stopping on course is expressly prohibited unless it is an emergency event. "Stopping" includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. An emergency, for the purposes of this section, is defined as only those events concerning medical problems, mechanical failure, on-board fire, or damage from an incident that renders the vehicle unfit to continue.

8.7.1 Stopping in an Emergency

Anytime a driver is forced to stop in an emergency; the first concern should be to place the car in an area where it will not cause danger to the other drivers. When stopping off course, the driver should be careful not to park on dry grass areas where fire can be a hazard. The crew may come to the aid of a disabled car only with the approval of the Race Director.

8.8 Crashes

If a driver is involved in a major crash or roll-over, the driver may only exit the vehicle if it is on fire or safety personnel instruct you to do so.