

Chapman's Can Am Motorsports Park

Roll Cage Minimum Specifications

All Divisions (Except Enduro)

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Lloyd Larmon Chief Tech Inspector larmon@twcny.nr.com 315-767-7819
Rob Oliver Assist Tech Inspector karmageddon70@yahoo.com 315-767-0302

Can Am Motorsports Park maintains the authority to adjust any section of these rules.

OUTLINE

Roll cage is mandatory in all division except Enduro cars.

Enduro cars, roll cage or a roll over hoop is optional. It is recommended to at least have a roll over hoop.

If a roll over hoop is installed. It must be installed in a safe process. Everything with the hoop installation must pass all safety inspections, any failure to pass, the car will not be allowed on the track.

If a cage is install it must conform 100% to all cage rules listed within this minimum specification rule sheet. Everything in the cage system must pass all safety inspections, any failure to pass, the car will not be allowed on the track.

All welds must be completed in a safe and professional style. Absolutely no material burn thru will be allowed. All welds must be completely around and or throughout the entire mounting area. All junctions of two or more tubes must be joined with minimum 1/8" magnetic steel gussets. No threaded pipe, pipe fittings, lap welds. No flush grinding of welds.

Damaged and or rusted frame or unibody cars must be safely and professionally repaired/reinforced as determined by track officials. In the event of this, the entire project must be inspected and approved by track officials.

MINIMUM SPECIFICATIONS

6 point cage surrounding the driver.

All material fabricated from seamless magnetic steel tubing, with a minimum of 1 1/2" outside diameter with .065" wall thickness.

Four uprights will be as follows, one upright in front and one upright behind the driver on both sides of car. The front uprights must be maximum 2" to the rear of windshield/dash area. The rear uprights must be maximum 24" to the rear of driver seat. Mounting to frame/unibody will be as follows.

Full frame cars, each upright must be securely welded to the frame.

Unibody cars, each upright must be securely welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

Additionally, with unibody cars, two pipes, one on each side of car must be securely welded to bottom of each upright as follows. Pipes must be mounted on outside of uprights and extend from front upright to rear upright each side of car. Pipes must mounted flush to floorboard/unibody to allow welding pipe to floorboard/unibody. If mounting flush is not accessible. A minimum 1/4" thick magnetic steel plate must be securely welded to pipe and floorboard/unibody as to form pipe, cage and floorboard/unibody as all one connection.

Four bars must horizontally join the four uprights flush with the top of uprights. Pipes and tops of uprights must be a minimum of 2" above the helmet of race ready driver.

There must be a minimum of three horizontal bars on *driver* side connecting front and rear uprights. Spacing must be, *top* bar maximum 4" down from bottom of window opening, *bottom* bar maximum 6" up from unibody/frame/floorboard, *center* bar centered between top and bottom bars. Bars may be mounted flush between uprights or across outside of uprights. All three bars must be securely welded to cage uprights.

A minimum 1/8" thick magnetic steel plate with no seems, mounted inside of car, horizontally upright to upright and vertically bottom of window opening down to unibody/frame/floorboard. Plate must be mounted on outside of the three horizontal bars, securely welded to the three horizontal bars and or cage uprights and unibody/frame/floorboard.

There must be a minimum of two horizontal bars on *passenger* side connecting front and rear uprights. Spacing must be, *bottom* bar maximum 6" up from unibody/frame/floorboard, *top* bar minimum 4" maximum 6" up from bottom bar.

Two bars, each mounted flush with the top of each rear upright, and continuing rearward diagonally down to maximum 36" from rear furthestmost end of unibody or frame. Mounting to frame/unibody will be as follows.

Full frame cars: These two bars must be securely welded to the frame.

Unibody cars: These two bars must be welded to a minimum 4" x 1/8" thick magnetic steel plate. The plate must be securely welded to the heavy duty area of the unibody.

The above roll cage specifications are the minimum requirements. Additional bars and reinforcement, if done in a safe professional style is allowed, but must be inspected and approved by officials prior to going on the track.

Any previously built cage system must add any of the above missing specifications that can be added with cage already built and installed in car. All cage systems, whether or not conforming to the above specifications, new or previously built must be inspected and approved by officials prior to going on the track.