



"KING OF EVENTS"

(TA-KO)

TECHNICAL REGULATIONS

V. 2025.04.23

TECHNICAL REGULATIONS, KING OF EVENTS – V. 2025.04.23

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Definition of your engines Actual Power (AP):

This is the highest Horsepower (HP) that the engine and all upgrades can produce during competition.

Applies to all rules below that include any limits of AP.

It is always up to the driver to prove that his permitted power has not exceeded any limits during technical scrutineering or Parc fermé. The AP cannot be proven with just a dyno sheet from a previous dyno, it should be proven in as many outright ways as possible that the AP was not exceeded.

Example: Any hardware or engine management or other device that can show parameters such as boost, injector duty cycle and anything that can make outright arguments for the AP, will in any situation of technical investigation clear the driver. If not, the driver's result is at risk of being penalized or disqualified.

Driveline loss is calculated as follows:

- Dyno rollers 2WD 7%, 4WD 13%.
- Dyno hubs 2WD 3%, 4WD 5%.

Multiply your measured power as below:

3%: 1,0309

5%: 1,0526

7%: 1,0752

13%: 1,1494

Example: Two-wheel drive car with 500 HP measured on rollers. $500 \times 1,0752 = 537,6\text{HP}$ in the engine.

Definition of Actual Weight (AW):

The car's weight without fuel and driver + 75kg.

When the car is weighed at inspection or Parc Fermé, it is weighed without a driver, every liter of fuel that is in the fuel tank is deducted according to: 1 liter = 1kg (rounded up e.g. quarter/half/full tank of the meter. Technical data on the car's stock or external tank is required) .

Weight to Power ratio: To calculate this you take your car's AW and divide it with its AP. $AW / AP = X$

Example: $1350\text{kg}/300\text{hp} = 4.5$

Tire:

- **Street Tires:** E and DOT marked tires with TW (TreadWear) over 180, that are not marketed or sold as "Semi-slicks".
 - Examples of tires that do not count as a Street Tire: Pilot Sport Cup 2, Yokohama A052, Federal 595RSR.
- **Semi-slicks:** E and DOT marked such as Pirelli Trofeo R, Toyo R888, Yokohama 048/052, Michelin Cup2.
 - Hankook Ventus TD Z221, Pirelli Trofeo RS and Michelin Cup2R and similar "racing semi-slicks" are generally prohibited in all classes except "PRO". We can individually issue exemptions to use these, if your car for the class has relatively low power.
- **Slicks:** All types of slicks are approved.

KO-Club Go!:

Body: Street car that has had a MOT or similar road legal inspection at least once before.

Max Actual Power (AP) regardless of weight/power:

Street tires 280HP, Semi-slicks 250HP.

Minimum Weight / Power:

Semi-slicks - 6,0

Street tires - 5.4

Examples:

Renault Megane RS 1404kg/260hp = 5.4 Street tires

Swift Sport 1000kg/165hp = 6.0 Semi-slicks

Toyota GT86 1260/200hp = 6.3 Semi-slicks

Civic Type R -05 1245kg/200hp = 6.25 Semi-slicks

Golf GTI Performance 2.0 - 14 1332kg/230hp = 5,79 Street tires

Subaru Impreza GT 1230/218hp = 5,6 Street tires

1.1 Maximum combined tire width of all four tires (FWD = Front Wheel Drive):

ACTUAL WEIGHT (KG)	TOTAL WIDTH (MM)	EXAMPLE
- 1050	820	205x4, 195x2 + 215x2
- 1050 FWD	860	215x4, 205x2 + 225x2
1051 - 1350	860	215x4, 205x2 + 225x2
1051 - 1350 FWD	900	225x4, 215x2 + 235x2
1351 - 1550	900	225x4, 215x2 + 235x2
1351 - 1550 FWD	940	235x4, 225x2 + 245x2
1551 -	940	235x4, 225x2 + 245x2
1551 - FWD	980	245x4, 235x2 + 255x2

1.2 The lowest point of the cars body must not be less than 50mm measured from the ground.

1.3 Aerodynamics:**Box A:**

Splitters may be mounted, maximum protrusion 75mm (protrusion is counted from the bottom part of the front where it is attached (L1)). All horizontal (or near-horizontal) surfaces that are intended to increase ground pressure or reduce lift are considered splitters and must therefore be counted as splitters.

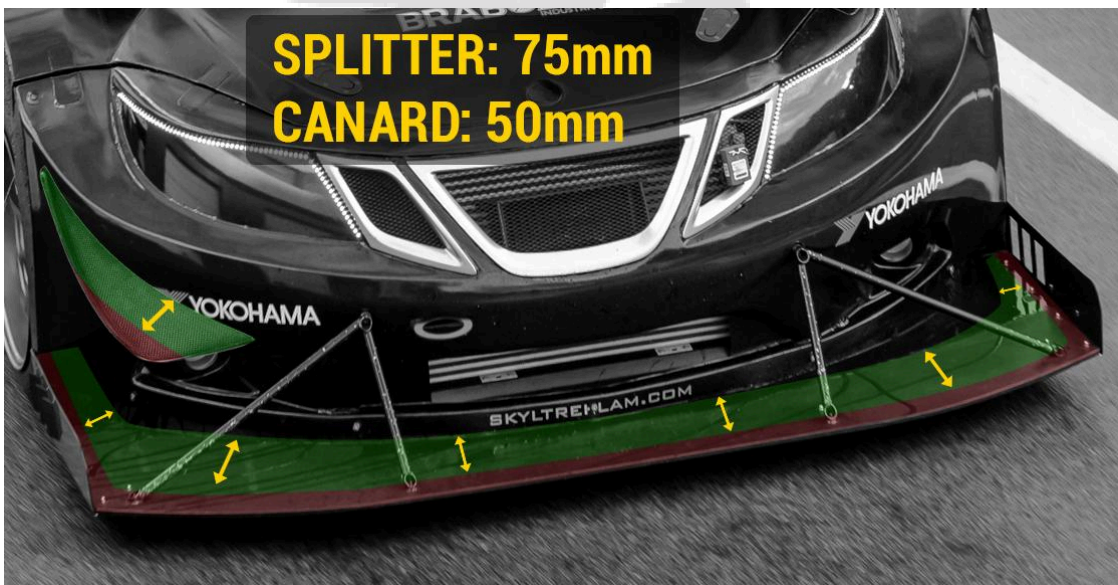
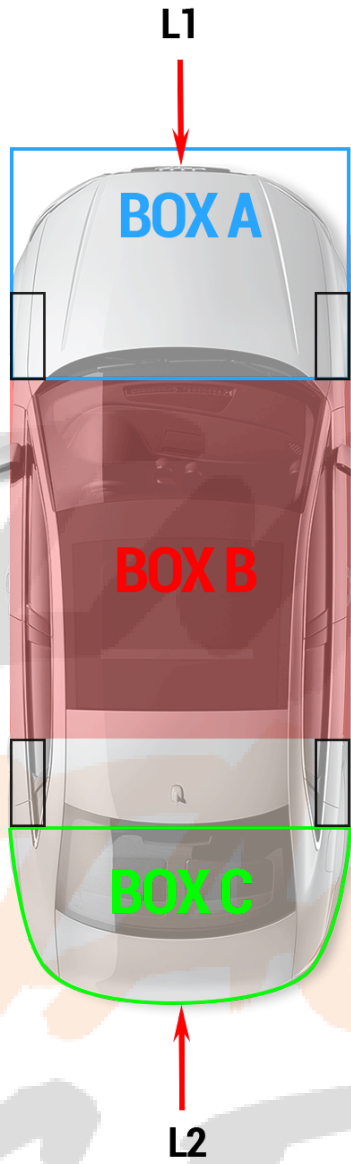
2 Canards may be fitted, maximum protrusion 50mm (max 10mm outside the widest point of the front fenders).

Box B:

All aerodynamic aids/parts such as flat floors, splitters and diffusers between the front and rear wheels are prohibited as shown in the picture below. Original fitted covers, air controls or entire panels may be retained.

Box C:

Wing may be mounted in the box but may not be wider than the cars body or stick out behind the rear of the car (L2). Mat not be above the roof, and max 1700mm wide, max chord 200mm. The mounting bracket must not protrude behind the car. On hatchback cars, the wing may stick up 75mm above the roof.



KO-Club:

Body: Street car that has had a MOT or similar road legal inspection at least once before.

Max Actual Power (AP) regardless of weight/power:

Street tires 400HP, Semi-slicks 350HP.

Minimum Weight / Power:

Semi-slicks 4,0

Street tires 3,5

Examples:

Ford Focus RS 4WD 1525kg/350hp = 4,35 Semi-slicks

Audi TT-RS 1400kg/400hp = 3,5 Street tires

Honda Civic Type R 1400kg/350hp = 4,0 Semi-slicks

BMW E46 M3 1557kg/341hp = 4,56 Semi-slicks

Toyota Supra Mk5 1555kg/340hp = 4,57 Semi-slicks

1.1 Maximum combined tire width of all four tires (FWD = Front Wheel Drive):

ACTUAL WEIGHT (KG)	TOTAL WIDTH (MM)	EXAMPEL
- 1050	920	225x4, 225x2 + 235x2
- 1050 FWD	960	235x4, 235x2 + 245x2
1051 - 1350	960	235x4, 235x2 + 245x2
1051 - 1350 FWD	1000	245x4, 245x2 + 255x2
1351 - 1550	1000	245x4, 245x2 + 255x2
1351 - 1550 FWD	1040	255x4, 255x2 + 265x2
1551 -	1040	255x4, 255x2 + 265x2
1551 - FWD	1080	265x4, 265x2 + 275x2

1.2 The lowest point of the car's body must not be less than 50mm measured from the ground.

1.3 Aerodynamics:**Box A:**

Splitters may be mounted, maximum protrusion 75mm (protrusion is counted from the bottom part of the front where it is attached (L1)). All horizontal (or near-horizontal) surfaces that are intended to increase ground pressure or reduce lift are considered splitters and must therefore be counted as splitters.

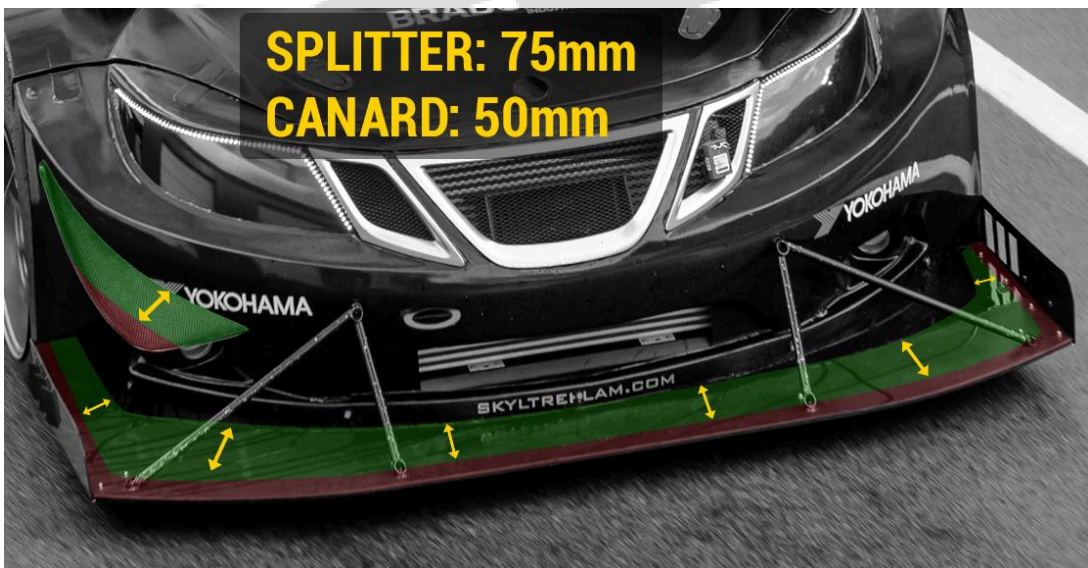
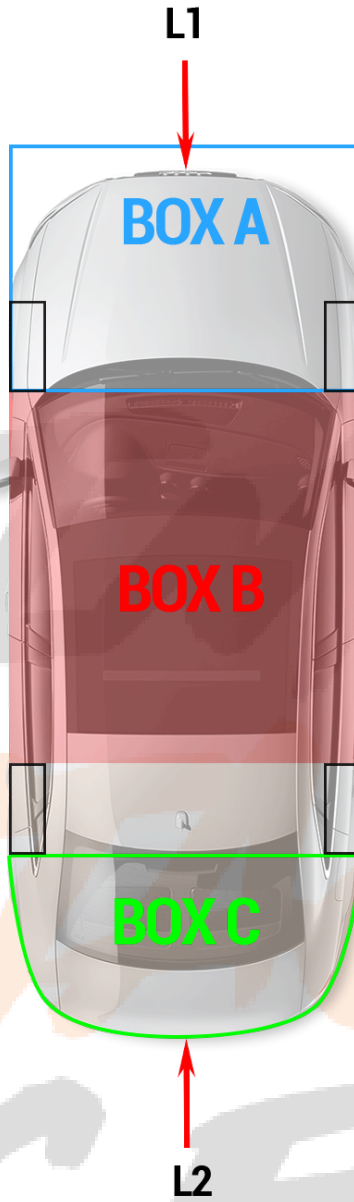
2 Canards may be fitted, maximum protrusion 50mm (max 10mm outside the widest point of the front fenders).

Box B:

All aerodynamic aids/parts such as flat floors, splitters and diffusers between the front and rear wheels are prohibited as shown in the picture below. Original fitted covers, air controls or entire panels may be retained.

Box C:

Wing may be mounted in the box but may not be wider than the car's body or stick out behind the rear of the car (L2) and not be above the roof, however max 1700mm wide, max chord 200mm. The mounting bracket must not protrude behind the car. On hatchback cars, the wing may stick up 75mm above the roof.



KO-Challenge:

Body: Street car that has had a MOT or similar road legal inspection at least once before.

Max Actual Power (AP) regardless of weight/power:

Street tires 500HP, Semi-slicks 460HP.

Minimum Weight / Power:

Semi-slicks 3,1

Street tires 2,85

Examples:

Porsche Cayman GT4 1502kg/420hp = 3,57 Semi-slicks

Toyota Supra Mk5 1426kg/460hp = 3,1 Semi-slicks

Toyota GR Yaris 1309kg/350hp = 3,53 Semi-slicks

Subaru Impreza STI -11 1425kg/500hp = 2,85 Street tires

1.1 Maximum combined tire width of all four tires (FWD = Front Wheel Drive):

ACTUAL WEIGHT (KG)	TOTAL WIDTH (MM)	EXAMPEL
- 1050	1000	245x4, 235x2 + 255x2
- 1050 FWD	1040	255x4, 245x2 + 265x2
1051 - 1350	1040	255x4, 245x2 + 265x2
1051 - 1350 FWD	1080	265x4, 255x2 + 275x2
1351 - 1550	1080	265x4, 255x2 + 275x2
1351 - 1550 FWD	1120	275x4, 265x2 + 285x2
1551 -	1120	275x4, 265x2 + 285x2
1551 - FWD	1160	285x4, 265x2 + 305x2

1.2 The lowest point of the car's body must not be less than 40mm measured from the ground.

1.3 Aerodynamics:**Box A:**

Splitters may be mounted, maximum protrusion 100mm (protrusion is counted from the bottom part of the front where it is attached (L1)). All horizontal (or near-horizontal) surfaces that are intended to increase ground pressure or reduce lift are considered splitters and must therefore be counted as splitters.

2 Canards may be fitted, maximum protrusion 100mm (max 10mm outside the widest point of the front fenders).

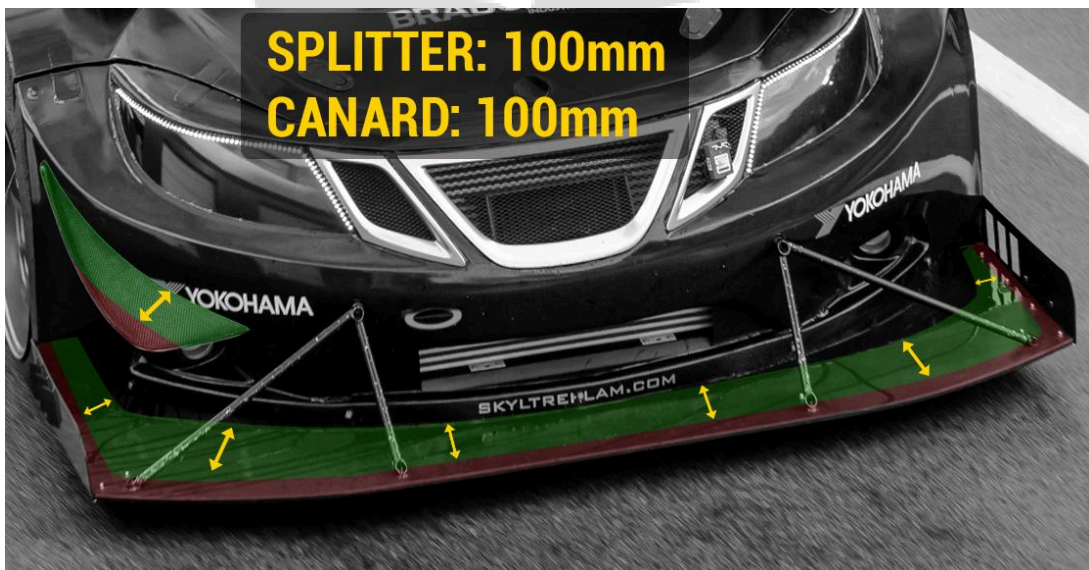
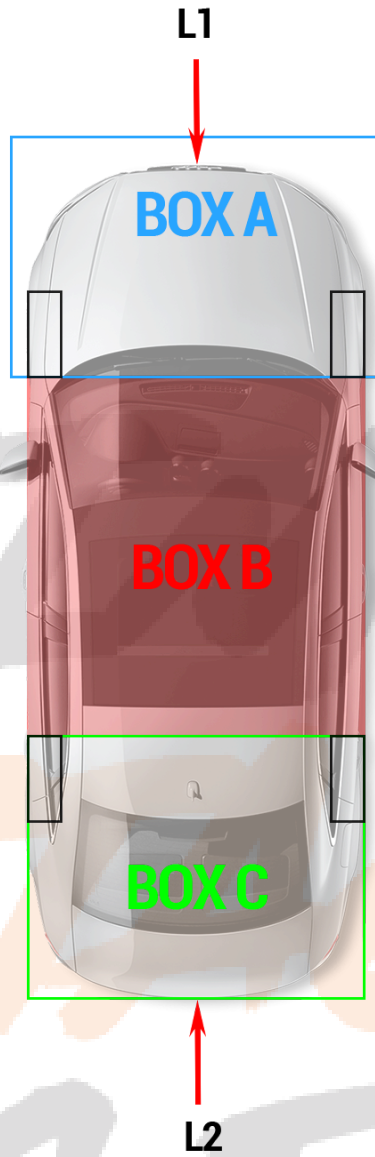
Box B:

All aerodynamic aids/parts such as flat floors, splitters and diffusers between the front and rear wheels are prohibited as shown in the picture below. Original fitted covers, air controls or entire panels may be retained.

Box C:

Wing may be mounted in the box but may not be wider than the cars body or stick out behind the rear of the car (L2) and not be above the roof, however max 1800mm wide, max chord 320mm. The mounting bracket must not protrude behind the car. On hatchback cars, the wing may stick up 120mm above the roof.

Rear diffuser may be fitted. It must not stick outside the car either behind or on the sides.



KO-Pro Street:

Body: Street car that has had a MOT or similar road legal inspection at least once before.

Max Actual Power (AP) regardless of weight/power:

AUT/PDK: Street tires 700HP. Semi-slicks 600HP.

AUT/PDK over 1700kg or MAN over 1300kg+: Street tires 750HP. Semi-slicks 650HP.

Minimum Weight / Power:

Semi-slicks 2,6

Street tires 2,3

Examples:

Porsche 997 Turbo 1577kg/592hp = 2,66 Semi-slicks

Nissan GT-R 1700kg/650hp = 2,61 Semi-slicks

Porsche 991 GT3 RS 1512kg/520hp = 2,9 Semi-slicks

Porsche 992 GT3 1476kg/520hp = 2,89 Semi-slicks

Mazda RX-7 1300kg/565hp = 2,3 Street Tires

1.1 The lowest point of the car's body must not be less than 40mm measured from the ground.

1.2 Aerodynamics:**Box A:**

Splitters may be mounted, maximum protrusion 150mm (protrusion is counted from the bottom part of the front where it is attached (L1)). All horizontal (or near-horizontal) surfaces that are intended to increase ground pressure or reduce lift are considered splinters and must therefore be counted as splinters.

4 canards may be fitted, maximum protrusion 100mm (max 10mm outside the widest point of the front fenders).

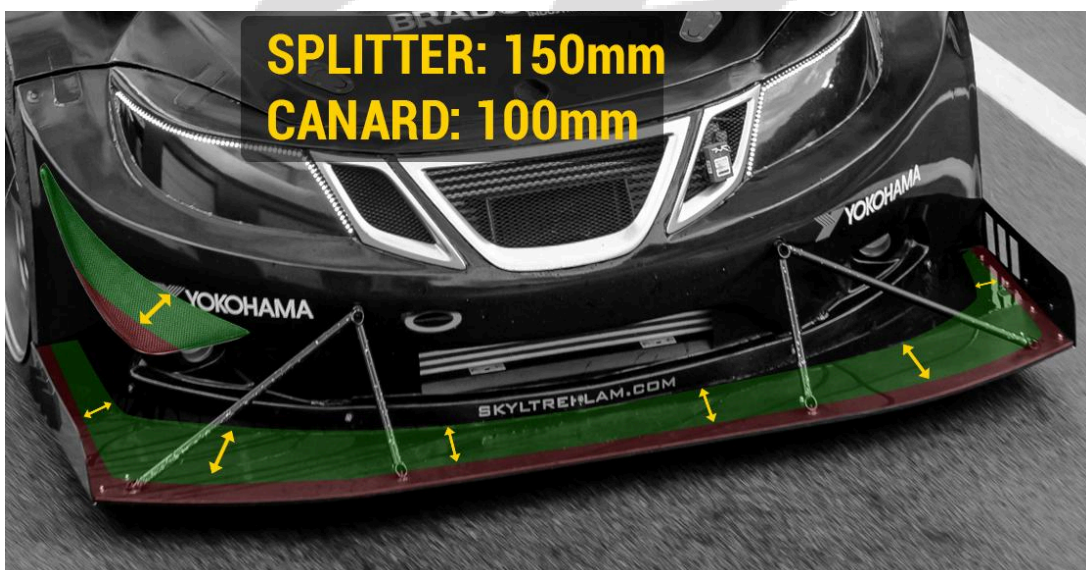
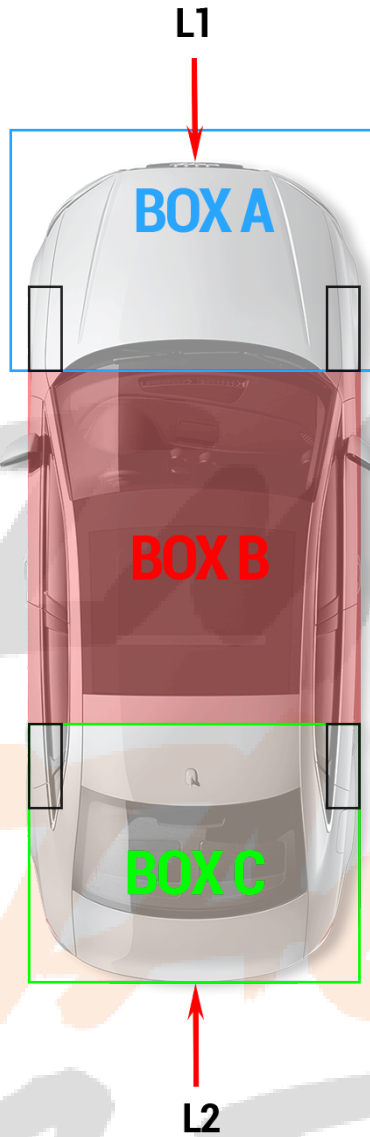
Box B:

All aerodynamic aids/parts such as flat floors, splitters and diffusers between the front and rear wheels are prohibited as shown in the picture below. Original fitted covers, air controls or entire panels may be retained.

Box C:

Wing may be mounted in the box but may not be wider than the cars body or stick out behind the rear of the car (L2) and not be above the roof, however max 1900mm wide, max chord 320mm. The bracket must not protrude behind the car. On hatchback cars, the wing may stick up 120mm above the roof.

Rear diffuser may be fitted. It must not stick outside the car either behind or on the sides.



KO-Pro:

Body: Street car that has had a MOT or similar road legal inspection at least once before.

No restrictions on weight/power. Semi-slicks only (slicks can be used, see KO-Pro 1.4). Rain tires/cut slicks are allowed during wet condition.

1.1 Aerodynamics:**Box A:**

All aerodynamic aids must be inside the box and below the highest line of the hood when viewed from the side.

The front line of the box is measured from the foremost part of the front. (L1)

Sideways are measured from the widest part of the front or fenders. (L2)

Permissible dimensions. Forward 200mm / Laterally 300mm.

Within the box, e.g. front splitters, canards or wings are mounted freely.

Box B:

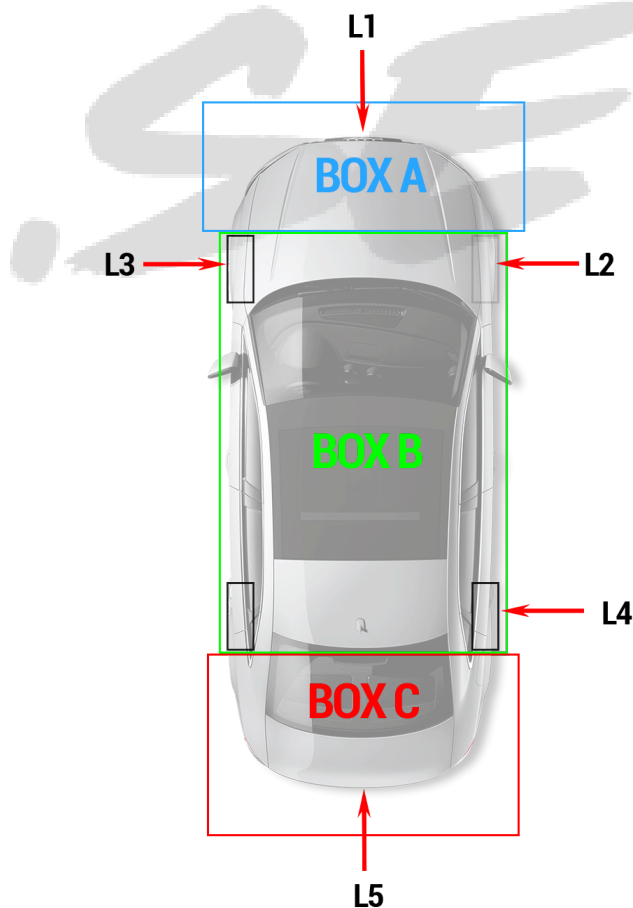
Flat floors or aerodynamic aids may be mounted inside the box freely.

The box is measured from the outermost part between the wheels (L3) and receives max. stick out 100mm outside the intended line. Flat floors must not replace the car's normal floor.

Box C:

The rear line of the box is 150mm behind the rear point of the body (L5), and 10mm laterally measured from the outer point of the wheel (L4). Wing may be mounted in the box. Max 250mm above the highest point of the roof. Width max 50mm outside the box per side and max 400mm behind the body's rear point (L5) however max 2000mm wide.

ATTENTION! Attachments that can withstand the forces that a large splinter creates must be checked during the inspection and then judged to be sufficient in terms of safety.



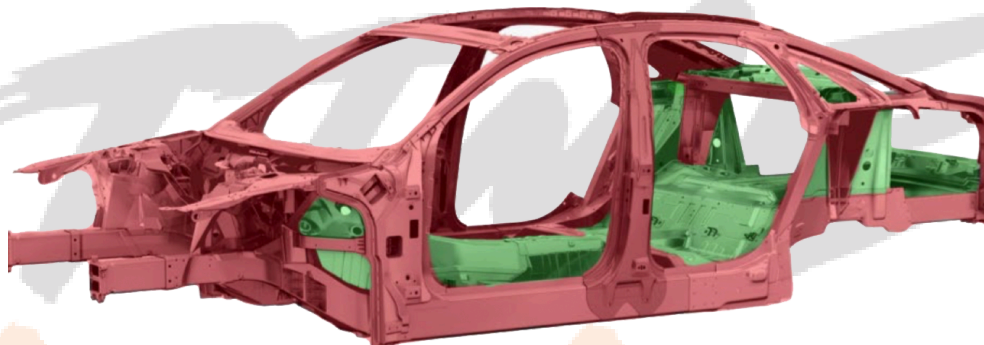
Body:

1.2 No load-bearing parts of the chassis according to the picture marked in red may be cut.

1.2.1 Sheet metal structure on the car, as shown marked in green in the picture may be freely modified, with the exception of the firewall.

1.2.2 Other parts of the body that are not illustrated according to the picture, may be freely modified.

1.3 The firewall may be modified when electronics, roll cage or safety components, hoses, brake lines and similar things are installed.



1.4 “Ultra tech Tokens”: Below upgrades are limited to each competitor being able to only use two of them, cars with <500HK AP are allowed three.

- Billet milled aluminum blocks.
- Hankook Ventus TD221, Michelin Cup2R, Pirelli Trofeo RS and similar “Racing Semi-slicks” or slicks (max total width: 4WD = 1000mm (ex. 4x250), 2WD = 1060mm (ex. 2x250 + 2x280)).
 - Cars with < 500HK AP free width.
- Carbon fiber/ceramic brakes.
- Sequential gearboxes.
- CFD/Windtunnel tested aero components, refers to front splitter, floor, diffuser and front/rear fenders.
- Front geometry: Attachment points for all link arms may be moved freely.
- Rear geometry: Attachment points for all link arms may be moved freely.
 - The attachment points between the subframe and the body must still be in the original factory position.

KO-Pro Mod:

Body: All series-produced passenger cars of body type with internal combustion engine are permitted, regardless of whether they were developed for street use or directly for racing usage (without factory chassis no).

No restrictions on weight/power. Slicks. Rain tires/cut slicks without markings are allowed during wet condition.

1.1 Aerodynamics:

Box A:

All aerodynamic aids must be inside the box and below the highest line of the hood when viewed from the side.

The front line of the box is measured from the foremost part of the front. (L1)

Sideways are measured from the widest part of the front or fenders. (L2)

Permissible dimensions. Forward 300mm / Laterally 300mm

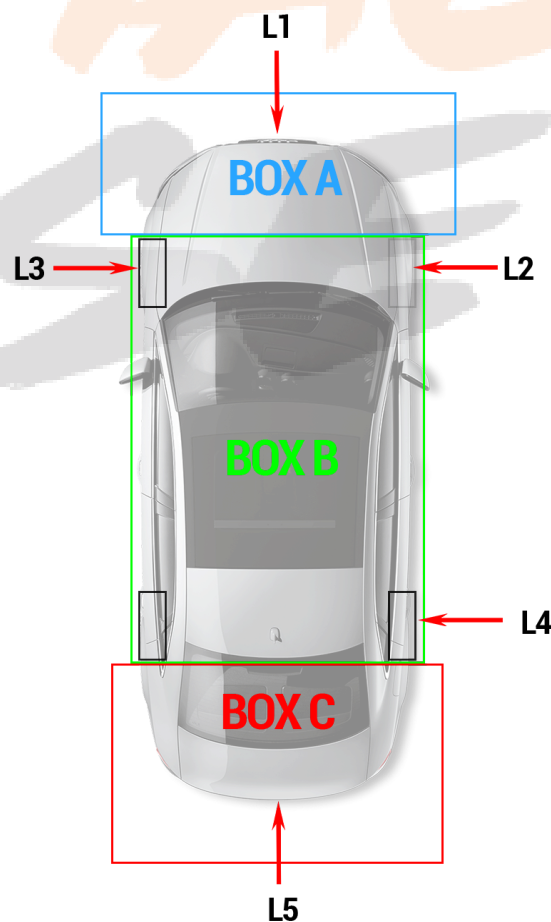
Within the box, e.g. front splitters, canards or wings are mounted freely.

Box B:

Flat floors or aerodynamic aids may be mounted inside the box freely. The box is measured from the outermost part between the wheels (L3) and receives max. stick out 130mm outside the intended line.

Box C:

The rear line of the box is 300mm behind the rear point of the body (L5), and 25mm laterally measured from the outer point of the wheel (L4). Wing may be mounted in the box. Max 250mm above the highest point of the roof. Width max 90mm outside the box per side and max 450mm behind the rear point of the body (L5). There is no minimum limit on aero.



1.2 The following parts as shown marked in red in the picture may not be cut. These include:

- Firewall
- A, B-pillar and rocker panels.
- Original front strut tower.
- The windshield must maintain the same position as the original.
- Original floor plate and supporting beams from the front firewall to the foremost point of the rear wheel arches.



KO-Unlimited:

Anything goes except formula cars.

KO-Electric:

Body: Street car that has had a MOT or similar road legal inspection at least once before.

No restrictions on weight/power but the engine and drivetrain must be kept as from the factory.

Semi-slicks and Street Tires are allowed. Not width restrictions.

1.1 The lowest point of the car's body must not be less than 40mm measured from the ground.

1.2 Aerodynamics:**Box A:**

Splitters may be mounted, maximum protrusion 100mm (protrusion is counted from the bottom part of the front where it is attached (L1)). All horizontal (or near-horizontal) surfaces that are intended to increase ground pressure or reduce lift are considered splinters and must therefore be counted as splinters.

4 Canards may be fitted, maximum protrusion 80mm (max 10mm outside the widest point of the front fenders).

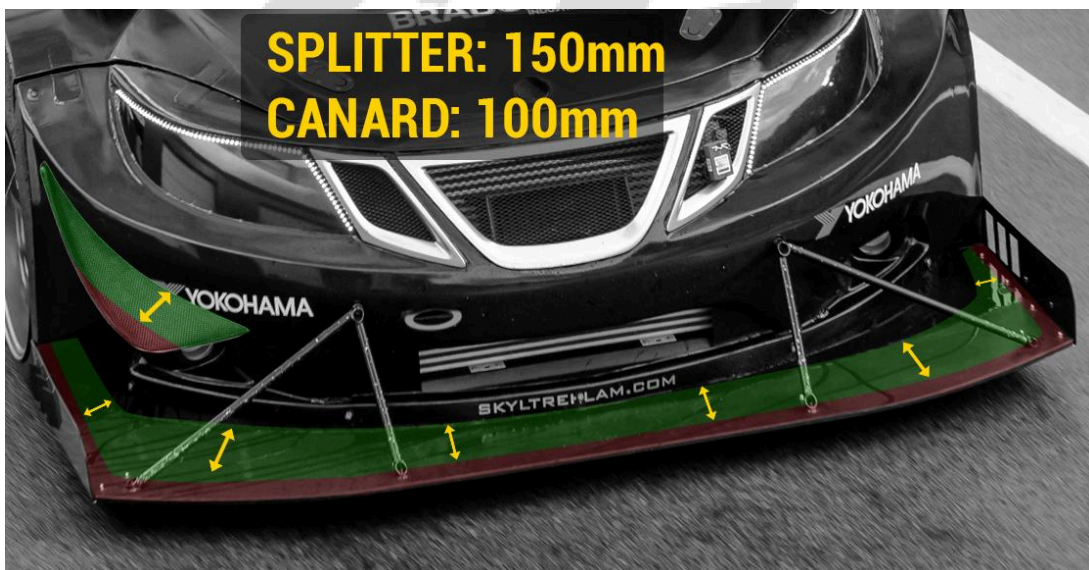
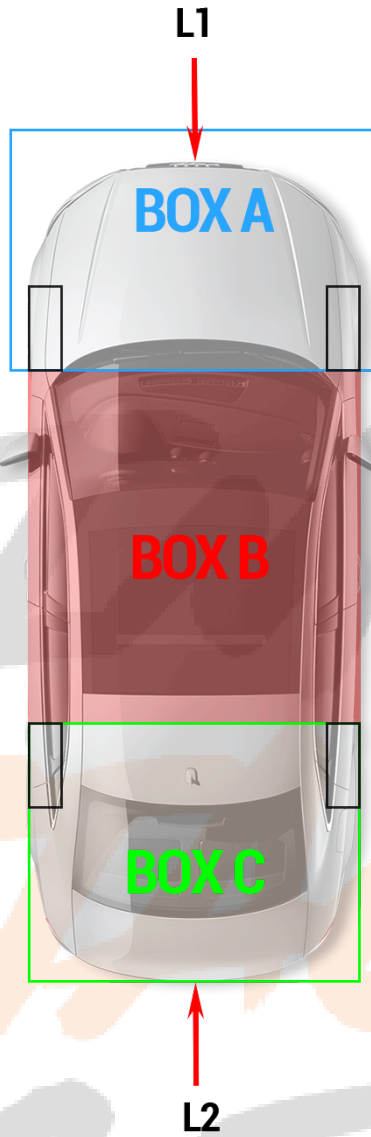
Box B:

All aerodynamic aids/parts such as flat floors, splitters and diffusers between the front and rear wheels are prohibited as shown in the picture below. Original fitted covers, air controls or entire panels may be retained.

Box C:

Wing may be mounted in the box but may not be wider than the cars body or stick out behind the rear of the car (L2) and not be above the roof, however max 1900mm wide, max chord 320mm. The bracket must not protrude behind the car. On hatchback cars, the wing may stick up 120mm above the roof.

Rear diffuser may be fitted. It must not stick outside the car either behind or on the sides.



KO-Safety Equipment:

Club GO!, Club, Electric, Challenge & Pro Street:

1.1 Only helmets with ECE marking or higher are approved, FIA alt. SNELL approved helmet is recommended for the own safety. Integral helmets must be used in open cars. Maximum permitted helmet weight, which includes all types of extra equipment on the helmet such as screen, visor etc. is 1500g. For weight exceeding 1500 grams, an FIA or SFI certified FHR is alt. HNRS system mandatory. Helmet-worn intercom equipment is permitted.

1.1.1 If the driver is equipped with FHR alt. HNRS (HANS or hybrid), certified by FIA or SFI, helmet must be compatible with the FHR alt. HNRS system used.

1.2 Full-coverage clothing (long-sleeved, long-legged and gloves) is mandatory and must be made of cotton or non-flammable material. FIA alt. SFI-approved driver's overalls, shoes and gloves are recommended for your own safety.

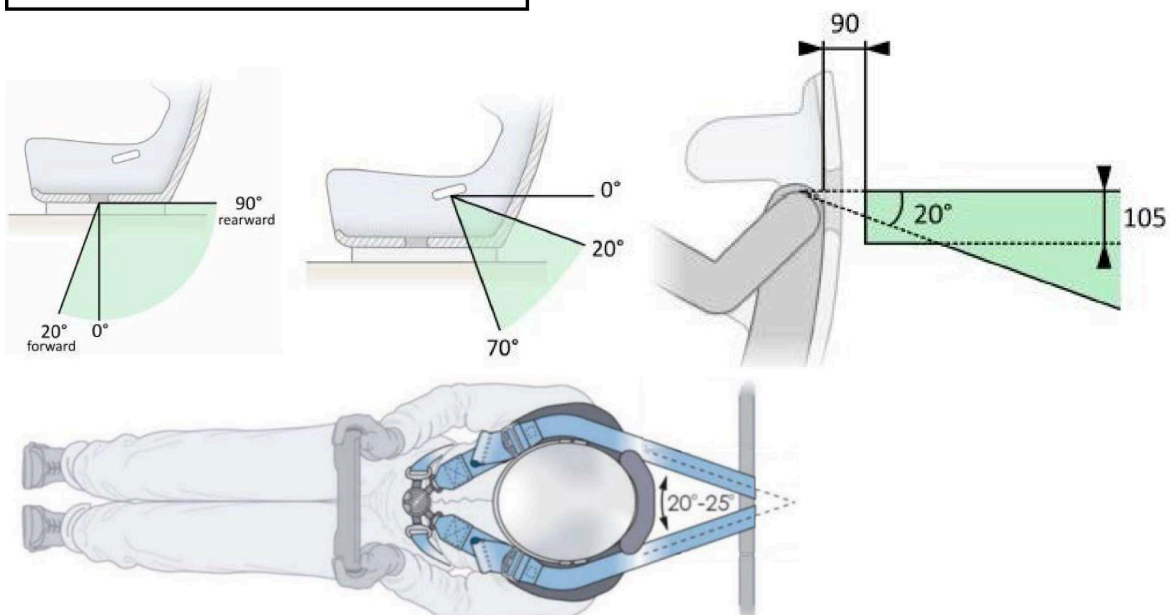
1.3 When using a seat belt of the four-point type or more, it must be FIA alt. SFI 16.1 certified. The attachment of the shoulder straps must be as high as possible, but not higher than shoulder height. Only attachment loops that are intended for belts may be used. If the belt attachment points are through the body sheet, a washer at least 3 mm thick and at least 40 cm² in size must be fitted on the opposite side. Dimension of bolt and nut as well as attachment eyes must be 7/16 UNF. When FIA alt. SFI classified seats are used, it is accepted that the age limit is not met regarding the last classification date, but their general condition is then rigorously checked.

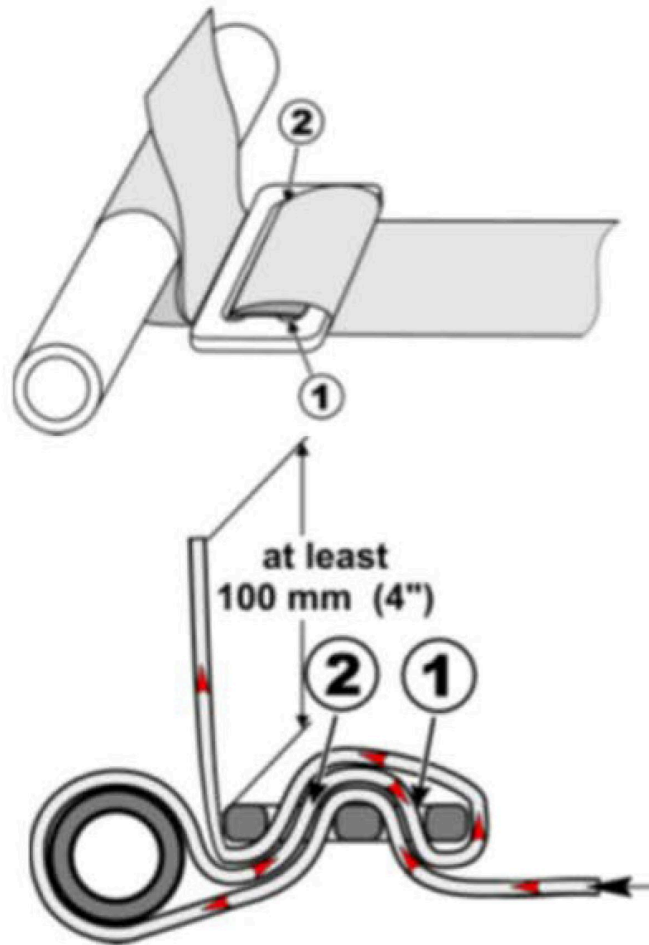
1.3.1 If FHS alt. If the HNRS system is used by the driver, the belts must be adapted to the system used.

1.3.2 If belts of the four-point type or more are fitted, a seat for at least the same number of points as well as a half or full roll cage is a requirement.

1.3.3 If Simpson Hybrid S is used, original 3-point belts are approved.

The belt should be installed according to these sketches (taken from FIA APP J 253). Recommended with a maximum 30 degree inclination of the shoulder strap attachment.





1.4 If a driver's seat designed for a safety belt of at least five-point type (six-point type is recommended) is fitted, this must be of FIA certification min 8855-1999 alt. my SFI 39.2 certification. When FIA classified seats are used, it is accepted that the FIA age limit is not met regarding the last classification date, but their general condition is then rigorously checked. If an original 3-point belt is used, it must be threaded through the side holes on the seat.

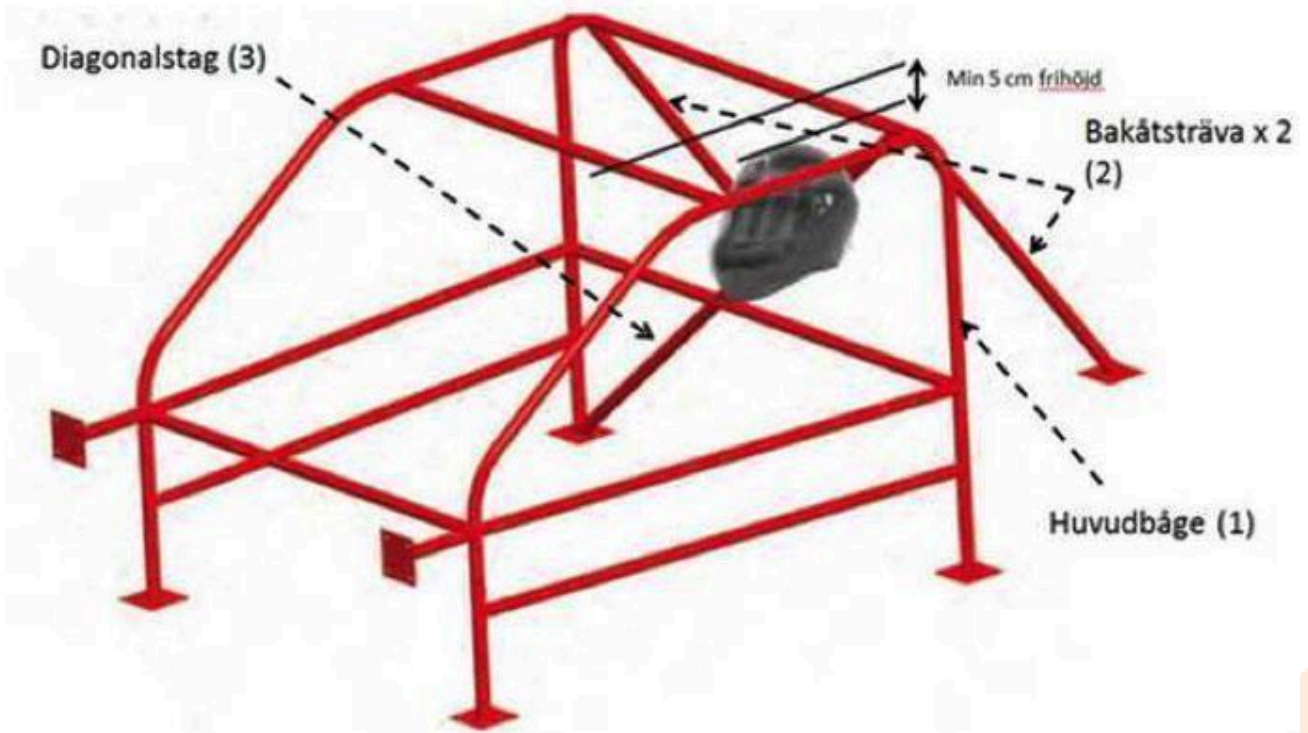
1.5 A full or half roll cage is optional but strongly recommended for your own safety.

1.6 Half roll cage principle description of design: Half roll cage consisting of a vertical main guard placed across the car's longitudinal axis immediately behind the driver. The main bar must extend outside the driver's body at all points. The main arch is supplemented with two struts directed backwards or forwards from the highest part of the arch and at least one diagonal strut attached with an upper attachment point on the driver's side.

1.7 Full roll cage, principle description of design: Full roll cage consists of a) vertical main frame located across the longitudinal axis of the car immediately behind the driver, b) a front frame along the A-pillars, c) side impact protection between the frames and d) two rear struts and e) various reinforcement bars for example transverse braces at the height of the dashboard, which together form a cage/box structure (protective cell). The main bar must extend outside the rider's body at all points. The main arch is completed with two struts directed backwards from the highest part of the arch and at least one diagonal strut attached with an upper attachment point on the driver's side. The front transverse frame must follow the A-pillars from the floor to the top of the windscreen and be connected on each side by horizontal longitudinal braces to the top of the main frame (as close to the roof as possible). Instead of a single front transverse arch, two longitudinal side arches that follow the roofline further down the A-pillars to the floor can be used. Regardless of which of the two configurations is used, there must be piping connecting the two A-pillar pipes at the top of the windshield. The mandatory side impact protection is usually designed as an "X" or two parallel tubes that connect the front and main arches on both sides of the cage.

Exempel på burkonstruktion med 8 fästpunkter.

Båge består av minst delarna: Huvudbåge (1), bakåtsträvor (2), diagonalstag (3)



11.8 Dimensions for protective arch/protective cage: For main arch, possibly longitudinal main arch, diagonal brace applies 45mm diameter x 2.5 mm or 50mm x 2 mm) material thickness and for other pipes; 38 mm diameter x 2.5 mm material thickness or 40 x 2.0 mm. All pipes must consist of cold-drawn seamless unalloyed steel pipes, containing a maximum of 0.3% carbon and with a minimum yield strength of 350 N/mm².

11.8.1 Attachment points for bow or cage:

Dimension of bolt and nut as well as attachment loops must be at least M8 in 8.8 quality 7/16 UNF. Each mounting point/end of the hoop or cage tube shall include a 1200mm² fixing plate with a min. thickness of 3 mm with at least three (3) holes for through-bolt for attachment to a reinforcement plate with a min. thickness of 3 mm welded in body/chassis. Bolted joints must connect the attachment plate with the reinforcement plate.

11.8.2 FIA Certified screwable protective cages and protective frames are approved if they meet the requirements according to 1.6, 1.7.

11.8.3 Modified cages or non-certified screw cages, require reinforcement of the floor with an extra reinforcement plate (box) welded into the body/chassis that has at least an area of 1200mm² with 3mm thickness under each end of the cage that is mounted in the body. Dimension of bolt and nut as well as attachment loops must be at least M8 in 8.8 quality 7/16 UNF.

Pro, Pro Mod & Unlimited:

11.1 Only helmets with SNELL SA 2010 or higher and FIA 8858-2002 (expire 31.12.2023), 8858-2010, 8859-2015, 8860-2004 (expire 31.12.2020), 8860-2010, 8860-2018, 8860-2018 ABP certification is approved. Integral helmets must be used in open cars. Helmet-worn intercom equipment is permitted.

11.2 Requirement that the driver is equipped with FHR alt. HNRS (HANS or hybrid), certified by FIA or SFI. Helmet must be compatible with the FHR alt. HNRS system used.

11.3 Driver overalls marked SFI 3.2A/5 or FIA certification 8856-2000 must be used. For all overalls, these are designed so that they protect the entire body well, including the neck, ankles and wrists. The overall must not be two-piece.

11.4 Underwear made of flame-resistant material such as Nomex alt. Carbon X, includes trousers, shirt, socks and balaclava must be used.

11.5 Shoes and gloves made of flame-resistant material must be used.

11.6 Driver's seat designed for a safety belt of at least five-point type (six-point type recommended) is mandatory. This must be of FIA certification min 8855-1999 alt. my SFI 39.2 certification. When the FIA classified seats are used it is accepted that the FIA's age limit is not met regarding the last date of classification, but their general condition is then rigorously checked.

11.6.1 Exemption of cars according to 11.8.1.

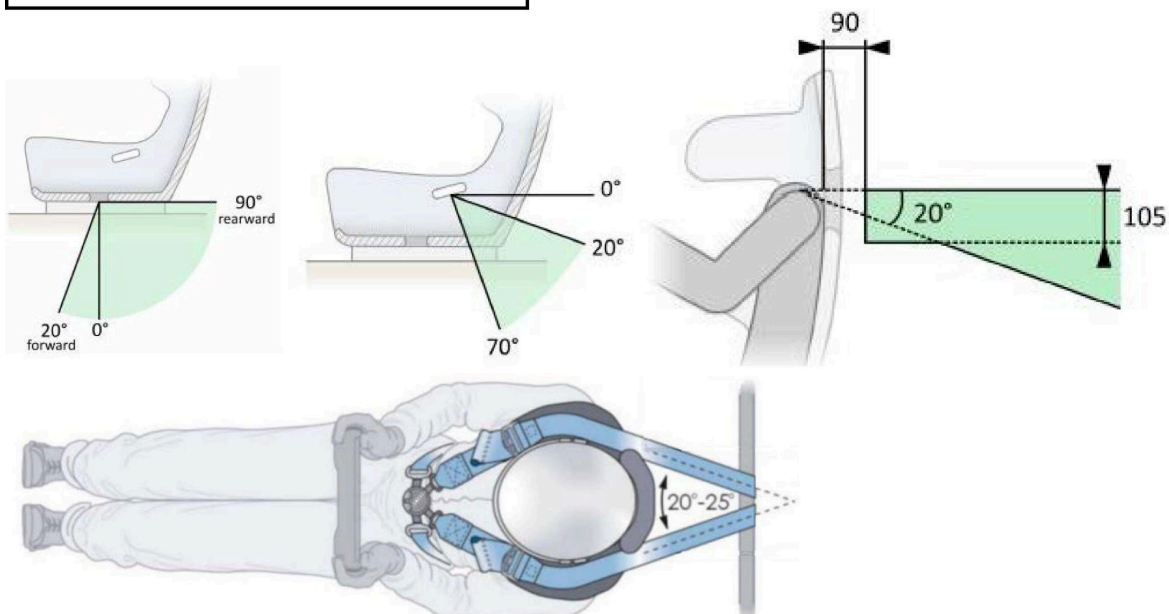
11.7 Seat belt must be FIA alt. SFI 16.1 certified and of at least five-point type (six-point type recommended) which is adapted for the FHS alt. HNRS system used. The attachment of shoulder straps must be as high as possible, but not higher than shoulder height. Only attachment loops of the type intended for belts may be used. If the belt attachment points are through the body sheet, a washer at least 3 mm thick and at least 40 cm² in size must be fitted on the opposite side. Dimension of bolt and nut as well as attachment eyes must be 7/16 UNF.

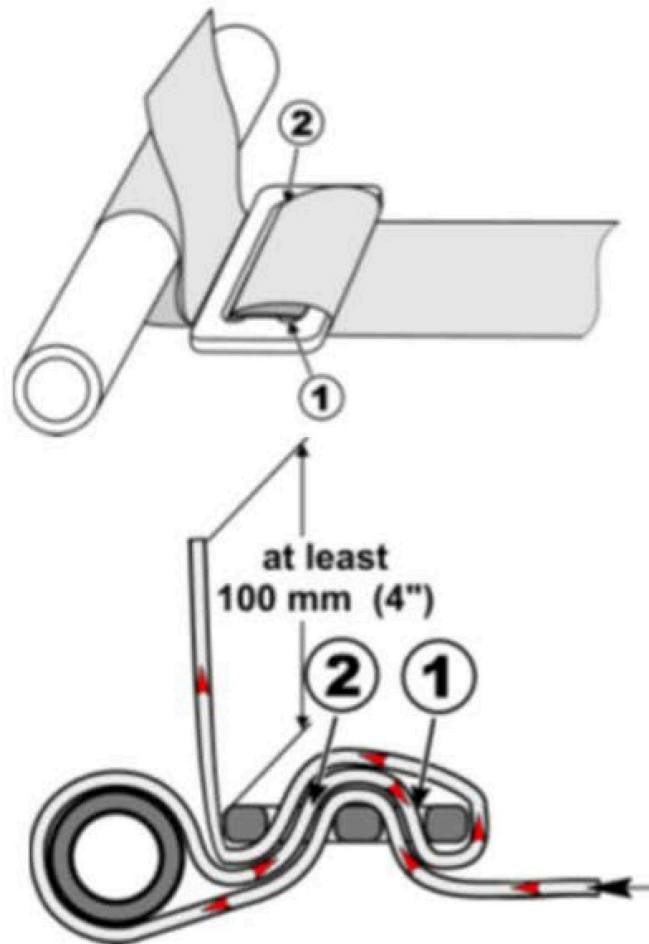
11.8 Protective cage is mandatory.

11.8.1 Newer cars (2003-) with engine output over 525 HP according to the registration certificate, which have a modern rollover protection from the factory, may participate without a protective cage. When using this exception, standard three-point seat belts must be used and the driver must be equipped with the Simpson Hybrid S.

The belt should be installed according to these sketches (taken from FIA APP J 253).

Recommended with a maximum 30 degree inclination of the shoulder strap attachment.

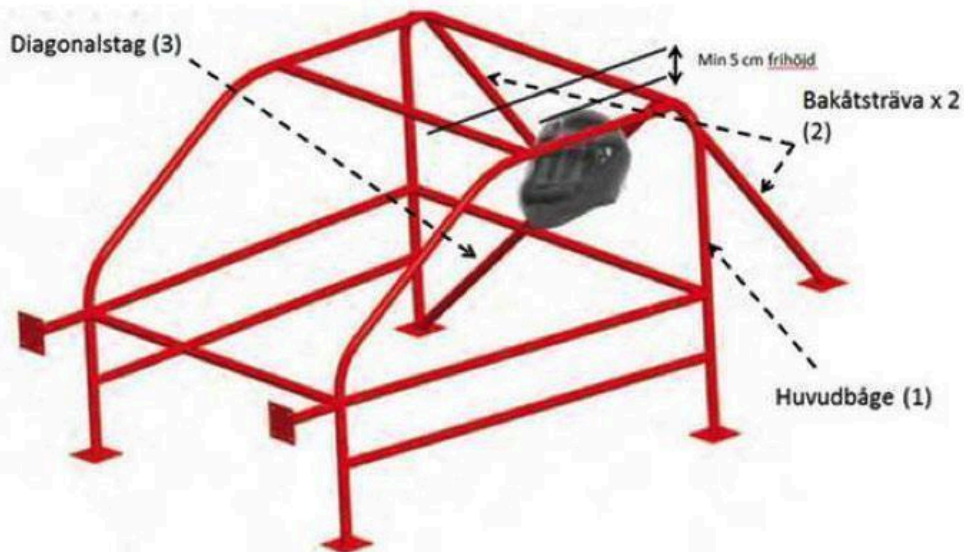




11.9 Roll cage, principle description of design: Roll cage consists of a) vertical main frame located across the longitudinal axis of the car immediately behind the driver, b) a front frame along the A-pillars, c) side impact protection between the frames and d) two rear struts and e) various reinforcement bars for example transverse braces at the height of the dashboard, which together form a cage/box structure (protective cell). The main bar must extend outside the rider's body at all points. The main arch is completed with two struts directed backwards from the highest part of the arch and at least one diagonal strut attached with an upper attachment point on the driver's side. The front crossbar must follow the A-pillars from the floor to the top of the windscreen and be connected on each side with horizontal longitudinal braces to the top of the main arch (as close to the roof as possible). Instead of a single front transverse arch, two longitudinal side arches that follow the roofline further down the A-pillars to the floor can be used. Regardless of which of the two configurations is used, there must be piping connecting the two A-pillar pipes at the top of the windshield. The mandatory side impact protection is usually designed as an "X" or two parallel tubes that connect the front and main arches on both sides of the cage.

Exempel på burkonstruktion med 8 fästpunkter.

Båge består av minst delarna: Huvudbåge (1), bakåtsträvor (2), diagonalstag (3)



11.9.1 Dimensions for protective cage: For main arch, possibly longitudinal main arch, diagonal bracing applies 45mm diameter x 2.5 mm or 50mm x 2 mm) material thickness and for other pipes; 38mm diameter x 2.5 mm material thickness or 40 x 2.0 mm. All pipes must consist of cold drawn seamless unalloyed steel pipe, containing a maximum of 0.3% carbon and with a minimum yield strength of 350 N/mm².

11.9.2 Attachment points for protective cage:

Dimension of bolt and nut as well as attachment loops must be at least M8 in 8.8 quality 7/16 UNF. Each mounting point/end of the frame or cage tube shall include a 1200mm² fixing plate with one min. thickness of 3 mm with at least three (3) through-bolt holes for attachment to a reinforcement plate with a min. thickness of 3 mm welded in body/chassis. Bolted joints must connect attachment plate with reinforcement plate.

11.9.3 Certified screw-on cages and SBF approved frames and cages: SBF/FIA Certified screw-on cages may be installed according to the certificate and the manufacturer's instructions. SBF wagon book approved cage constructions are considered to meet set minimum requirements.

11.9.4 Modified cages or non-certified screw cages, require reinforcement of the floor with an additional reinforcement plate (box) welded in body/chassis that has at least an area of 1200mm² with 3mm thickness under each end of the cage that is mounted in the body. Dimension of bolt and nut as well as fastening loops must be at least M8 in 8.8 quality 7/16 UNF.

11.10 Extinguisher/Sprinkler system must be fitted and adapted to the car's fuel. Nozzles must be in the engine compartment

Inquiries about the Technical Regulations, exemptions and all other help with regulations should be sent in writing via email to (state the phone number and we will call you): tech@timettack.se.

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