

## 9. Cars and Equipment

### a. Closed cars

The front hoop (side hoop) must follow the line of the A-pillars to the top of the windshield and be connected by horizontal bars to the top of the main hoop on each side (as close to the roof as possible). Instead of a single front hoop, two side hoops (down tubes) may be used. Alternatively, a top "halo" hoop following the roof line from the main hoop to the windshield with forward down tubes following the A-pillars to the floor may be used. Regardless of which one of the two approved tubing configurations there shall be a tube connecting the two A-pillar tubes at the top of the windshield.

### b. Open cars

The height of the front hoop (per section 9.4.B.1.b) must be consistent across the full width of the cockpit.

### c. Front Hoop Bracing

All open cars with a high front hoop and all closed cars except those competing in the Improved Touring, Showroom Stock, and Spec Miata classes must incorporate a horizontal front hoop brace at the approximate level of the dashboard. It is recommended that cars competing in Improved Touring, Showroom Stock, and Spec Miata classes also have the front hoop brace.

2. One tube must extend, from each front down tube, forward to the firewall or through the firewall except in vehicles in Improved Touring, Showroom Stock, Spec Miata, and Touring. This tube, one on each side, must connect to the chassis at a point not more than 12 inches forward of the front axle centerline.
3. Cars competing in Improved Touring, Showroom Stock, Spec Miata, and Touring may extend one tube, from each front down tube, forward to the firewall but not penetrating the firewall.

## D. SIDE PROTECTION

Two side tubes connecting the front and main hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door. In American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring the door window glass, window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified, but not removed only if the door bars extend into the door cavity. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed or modified unless specifically authorized in the category rules.

## E. ROLL CAGE ATTACHING POINTS

1. AMERICAN SEDAN, IMPROVED TOURING, SHOWROOM STOCK, SPEC MIATA, AND TOURING CLASSES – The roll cage must attach to the vehicle structure (floor pan/ rocker boxes) within the passenger compartment in a minimum of six points and a maximum of eight points as specified in these rules.
2. All other classes – There is no limit on cage attachment points. The roll cage shall be integrated into the frame or chassis.
3. Mounting Plates
  - a. Mounting plates welded to the structure of the car shall