



Convertible, Targa Roof, and Roll Bar Standards BMW CCA Buckeye Chapter HPDE at Mid-Ohio

Hardtop Convertibles are permitted at our schools. Targa-roofed vehicles are permitted, provided the roof panels are solid, i.e., not glass.

Open cars or fabric-roofed vehicles are subject to approval by the Chapter, but must be reviewed and approved *prior to the HPDE*.

The roll bar standards for convertibles are as follows:

These specifications are for inspecting convertible roll bars and represent minimum requirements. The words “shall” and “shall not” indicate that the specification is mandatory. Convertible roll bars shall be inspected by and are subject to approval by the chief technical inspector at, or prior to, each event.

Roll Bar Basic Design Considerations. The basic purpose of the roll bar is to assist in the protection of the driver and passenger if the car turns over or is involved in a collision. This purpose should not be forgotten.

With the driver and passenger seated normally and restrained by the seat belts/harnesses, a plane (the “Helmet Reference Plane”) drawn from the top of the roll bar (excluding padding) to structural parts of the chassis in front of the base of the windshield (e.g., top of front suspension strut towers) shall pass at least two (2) inches above both the driver’s and passenger’s helmets. See Figure 1.

Figure 1

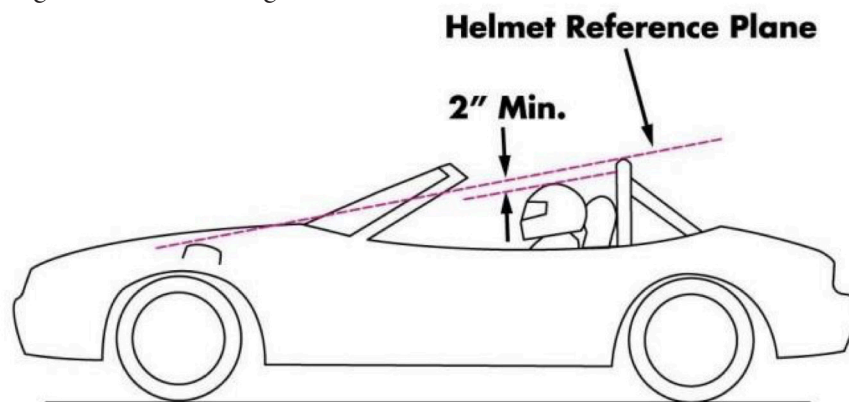


Figure 1. Helmet Reference Plane

The roll bar shall be designed to withstand compression forces resulting from the weight of the car coming down on the roll bar, and to take fore, aft, and lateral loads resulting from the car skidding along the ground on the roll bar. The roll bar shall extend the full width of the cockpit.

Any portion of the roll bar or bracing that might be contacted by any occupant’s helmet shall be covered with non-resilient material such as Ethafoam or Ensolite, or other similar material, with a minimum thickness of one-half inch (1/2”). The energy-absorbing material shall be firmly attached.