



CONFEDERATION OF AUTOSPORT CAR CLUBS

AUTOSLALOM RULES

EFFECTIVE MARCH 7, 2010

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CACC

Confederation of Autosport Car Clubs

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1. FOREWORD TO 2010 EDITION	1-4
2. TERMINOLOGY	2-1
3. AUTOSLALOM EVENT REGULATIONS	3-1
3.1. GENERAL REGULATIONS	3-1
A. Autoslalom Event	3-1
B. Insurance.....	3-1
C. Event Insurance	3-1
D. Coverage.....	3-1
E. Disclosure	3-2
F. Accident Reports	3-2
3.2. VEHICLE ELIGIBILITY	3-2
A. General	3-2
B. Minimum Standards	3-2
C. Technical Inspection.....	3-2
D. Driver Restraints.....	3-3
E. Tires	3-3
F. Swing Axle Vehicles	3-3
G. Remove Hub Caps.....	3-4
H. Tonneau Covers	3-4
I. Rollover Protection.....	3-4
J. Window Requirements	3-4
K. Fluid Recovery Systems	3-4
L. On-board Camera	3-4
M. Unsuitable Vehicles.....	3-5
N. Vehicle Noise Considerations	3-5
O. Driver Safety	3-5
3.3. COMPETITOR ELIGIBILITY	3-5
A. Eligibility to Compete	3-5
B. Underage Drivers.....	3-6
3.4. EVENT OFFICIALS AND DUTIES	3-6
3.5. COMMON SENSE AND COURSE DESIGN	3-6
A. Guidelines.....	3-6
3.6. COURSE DESIGN AND EVENT SAFETY	3-7
A. Minimum Standards	3-7
B. Consultation.....	3-7
C. Demonstration	3-7
D. Surface Hazards.....	3-7
E. Buildings and Structures.....	3-7
F. Immovable Objects.....	3-7
G. Off-Camber Turns	3-7
H. Minimum Dimensions	3-7
I. Course Markers	3-7
J. Spectator Safety	3-7
K. Placement of Timers.....	3-8
L. Worker Stations	3-8
M. Visibility of Workers	3-8
N. Finish Area Requirement.....	3-8
O. Stop Box Specifications.....	3-8
P. Course Maps.....	3-8
Q. Vehicle Restrictions.....	3-8
R. Maximum Speed Considerations.....	3-9
4. CACC AUTOSLALOM CHAMPIONSHIP REGULATIONS	4-1

4.1. DEFINITIONS	4-1
A. Interchangeable Terms	4-1
B. Category	4-1
C. Class	4-1
D. Novice.....	4-1
E. CACC Regional Event.....	4-1
4.2. CACC AUTOSLALOM CHAMPIONSHIP SERIES	4-1
A. Description	4-1
B. Eligibility for Championship Standings	4-1
C. Combined Events.....	4-1
4.3. BC AUTOSLALOM CHAMPIONSHIP	4-2
A. Description	4-2
B. Event Format	4-2
C. Combined Events.....	4-2
4.4. COMPETITOR ELIGIBILITY	4-2
A. Eligibility for Points	4-2
B. Log Book	4-2
C. Numbers	4-3
4.5. COMPETITOR CLASSIFICATION	4-3
4.6. CACC AUTOSLALOM EVENT GUIDELINES	4-4
A. Supplementary to GCR's	4-4
B. Advanced Notice	4-4
C. Form of Notice	4-4
D. Adequate Notice	4-4
E. Club Requirements	4-4
F. Event Documentation	4-4
G. Unrestricted Entry	4-5
H. Classification of Entries.....	4-5
I. Adverse Weather Conditions.....	4-5
J. Rescheduling	4-5
K. Alcohol and Narcotics Policy	4-5
L. Registration Time Limit	4-5
M. Order of Running.....	4-5
4.7. TIMING AND SCORING	4-5
A. Bumping	4-5
B. Car Limits.....	4-5
C. Competitor Limits	4-6
D. Official Number of Runs	4-6
E. Run Limits	4-6
F. Re-runs	4-6
G. Consecutive Runs	4-6
H. Scoreboard.....	4-6
I. Scoring Format	4-6
J. Down-and-Out Rule	4-6
K. Pylon Down on Course.....	4-7
L. Timer Specifications.....	4-7
M. Timer Failure	4-7
N. Back-up Timing System	4-7
O. Basis for Scoring	4-8
P. Ties	4-8
Q. Did Not Finish (DNF).....	4-8
R. Airport Loop.....	4-8

S.	Complete Stop Requirement for Stop Box controlled Finishes.....	4-8
T.	Slow-Down or Finish Area Element	4-8
U.	Proper Exit from the Course	4-8
V.	Completion of Run	4-8
W.	Scoring a DNF	4-8
X.	Did Not Start (DNS).....	4-9
Y.	Points Calculation.....	4-9
Z.	Ranking.....	4-9
AA.	Ladies and Novice Run Groups.....	4-9
BB.	Ladies & Novice Class Scoring.....	4-9
CC.	PAX	4-9
DD.	Event Classification.....	4-9
EE.	Results Format.....	4-9
FF.	Results Fees	4-10
GG.	Late Results	4-10
HH.	Awards.....	4-10
4.8.	CACC AUTOSLALOM POINTS SYSTEM	4-10
A.	Calculation of Points	4-10
B.	Points Eligibility	4-10
C.	Class Champion.....	4-10
D.	Ties	4-11
E.	Class Changes.....	4-11
F.	Reporting Requirement.....	4-11
4.9.	PROTESTS & APPEALS	4-11
A.	Sportsmanship	4-11
5.	CAR PREPARATION GUIDELINES	5-1
5.1.	GENERAL DEFINITIONS & GUIDELINES	5-1
A.	Automobile (Car).....	5-1
B.	Sedan	5-1
C.	Model.....	5-1
D.	Standard Parts and Equipment.....	5-1
E.	Open and Closed Cars	5-1
F.	Series Produced	5-1
G.	Burden of Proof	5-1
H.	Tread.....	5-2
I.	Track.....	5-2
J.	Special Considerations	5-2
5.2.	VEHICLE MODIFICATION AND PREPARATION	5-2
A.	General Modification Guidelines	5-2
B.	Substitution of Coachwork	5-3
C.	Substitution of Suspension	5-3
D.	Compliance with GCR's.....	5-3
E.	Minor Modifications.....	5-3
F.	Vehicle Preparation Allowances	5-3
5.3	STOCK CATEGORY	5-4
5.4	STREET TOURING CATEGORY	5-4
5.5	STREET PREPARED CATEGORY	5-4
5.6	STREET MODIFIED CATEGORY	5-4
5.7	PREPARED CATEGORY	5-4
5.8	MODIFIED CATEGORY	5-4
6.	VEHICLE CLASSIFICATION LIST	6-5

6.1. GENERAL CONSIDERATIONS	6-5
A. Responsibility for Classifying	6-5
B. Unclassified Vehicles	6-5
C. Classification Request	6-5
D. Declaration of Preparation	6-5
E. Re-Classification or Re-Alignment of Car Classes	6-5
F. Class Corrections	6-5
6.2. SUPER STOCK & OPEN STREET PREPARED CATEGORY	6-6
A. Classifications	6-6
B. Improved Production (IP)	6-6
7. APPENDIX A: ROLL BARS	7-1
A. GENERAL	7-1
B. BASIC DESIGN CONSIDERATIONS	7-1
C. MATERIAL	7-1
D. FABRICATION	7-2
E. BRACING	7-2
F. MOUNTING PLATES	7-2
G. REMOVABLE ROLL BARS	7-2
H. INSTALLATION ON CARS OF FRAMELESS DESIGN	7-3
I. SEDANS AND COUPES	7-3
J. OTHER ROLL BAR DESIGNS	7-3
K. ROLL BAR PADDING	7-3
8. APPENDIX B - ALTERNATE NOISE LIMITS	8-4
9. APPENDIX D: 2008 CACC AUTOSLALOM PAX FACTORS	9-5

1. FOREWORD TO 2010 EDITION

Effective January 01, 2010, previous editions of the Solo Events Rule Book as well as all previous CACC Competition Bulletins are superseded by the following CACC Autoslalom Rule Book. CACC reserves the right to revise these rules, to issue supplements to them, and initiate special rulings at any time in an emergency. Changes to these rules will become effective upon the official issuing of a CACC Competition Bulletin and/or publishing of any changes in the CACC newsletter. Questions concerning rules clarifications should be directed to the CACC Autoslalom Director.

The rules and regulations set forth herein were established by the CACC and are intended to assist in the orderly conduct of solo events and to further participant and spectator safety.

The text of these regulations was originally drafted in English and may be translated into other languages. In case of a dispute between the English text and that of any other translation, the English text shall prevail. In this Rule Book, any reference to the masculine shall include the feminine, and references to the singular shall include the plural.

Portions of this Rule Book differing from previous editions are denoted by a solid black 'change bar' (as shown at left) which indicates that a rule has been added, amended, or expanded in definition.

By participation in these events, all participants are deemed to have agreed to be bound by the CACC GCR's and this rulebook. The interpretation and determinations of these rules by CACC officials shall be final and binding. In order to maintain a sporting nature, to achieve prompt competition results, and in consideration of the benefits to them, all members, clubs, and officials of CACC hereby agree that:

Determinations by CACC officials are non-litigable;

No litigation shall be initiated against CACC or its members and officials to reverse or modify results of such determinations, or to seek to recover damages or other relief allegedly incurred or required as a result of such determination; and

Where a person initiates or maintains litigation in violation of this provision, that person agrees to reimburse CACC for all costs associated with the legal action.

Additional copies available from CACC, **Price: \$5.00 per copy**

Competitor Name _____

CACC Competition License Number: 10 - _____

2. TERMINOLOGY

The following definitions are adopted for use in these GCR's, in the Regulations of CACC, in the appendices thereto, in all Supplementary Regulations, and for general use.

ASN:	A National Automobile Club or other National Body recognized by the FIA as sole holder of the sporting power in a country.
AUTOMOBILE:	A land vehicle propelled by its own means, running on at least four wheels not in a line, which must always be in contact with the ground and of which at least two must effect steering and at least two the propulsion.
CACC:	Confederation of Autosport Car Clubs. The governing body for motorsport events in the Province of British Columbia. Its duties and powers include, but are not limited to, assuring that solo events are conducted in accordance with this Rule Book
CACC EXECUTIVE:	A group of four or more individuals responsible for the administration of solo events, and enacting the policies adopted by the membership of CACC.
CLOSED EVENT:	A competition confined solely to the members of the club organizing the competition and invited competitors.
CLUB:	Any body recognized by CACC as a club.
COMPETITION:	A contest, governed by these GCR's and the applicable event regulations, in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.
COMPETITOR:	A person whose entry is accepted for any event or who competes in any event, whether as an entrant or as a driver.
CONTROL LINE:	The line by reference to which an automobile is timed or its performance in a competition is determined.
COURSE:	The route to be followed by a competitor in a competition.
DISCIPLINE:	All CACC competitions are categorized by type of activity or "discipline" (e.g. Race, Rally, Solo etc.)
DRIVER:	A person nominated as the driver of an automobile in any competition.
ENTRANT:	A person or organization whose entry is accepted for any competition.
EVENT:	A program of one or more competitions.
FIA:	Fédération internationale de l'automobile, the international federation of National Automobile Clubs.

FINISHING LINE:	The last control line on a course.
FISA:	Fédération Internationale du Sport Automobile, the International Automobile Sport Federation, appointed by the FIA, to deal with competition matters.
LICENSE:	A certificate of registration issued by CACC or ASN to any person wishing to take part in SoloSprint and Hillclimb competitions.
NATIONAL EVENT:	A competition which is open only to competitors and drivers holding an appropriate license issued or recognized by CACC and conducted under the organizing permit issued by CACC or ASN.
NON-SPEED EVENT:	An event in which speed is not the total determining factor, although timing of the vehicles is usually considered as in a driving skill test, concourse, slalom, autocross, sprint, etc.
OPEN EVENT:	A competition in which participants comprise members of any recognized CACC motor sport club.
ORGANIZER(S):	A person or persons approved by CACC and authorized by promoters, clubs, or other groups to organize an event on their behalf. Where an organizer is appointed to act on behalf of promoters, such organizer shall take the place of such promoters for the purposes of these GCR's and shall be deemed to be the agent of the promoters.
ORGANIZING PERMIT:	The documentary authority to organize and hold a competition granted solely by CACC.
PROGRAM:	A document prepared by the promoters and/or organizers of an event for the purpose of informing the participants and spectators about such a meeting.
PROMOTER(S):	Any person or body (other than organizers) proposing to hold or holding an event.
REGIONAL EVENT:	An event which is open to members of any CACC Club which CACC regional permit registered competitors within a Region.
REGULATIONS:	A set of regulations in addition to these GCR's which may be issued from time to time by CACC to meet particular situations which might arise outside of these GCR's, or to meet a particular problem of a more or less temporary nature.
RESTRICTED COMPETITION:	An event that is confined to persons having some particular qualification.
SANCTIONED EVENT:	Any event or competition authorized and approved by CACC and having the appropriate organizing permit.

SOLOSPORT EVENT:	A competition in which competitors complete the test one car at a time. Scoring is based on a competitor's performance in maneuvering and adjusting the control or speed of the car and maintaining the motion of the car in adverse conditions, allied with the time taken to perform the test. This shall not preclude the running of more than one car at a time provided they are separated on the course by adequate time and distance to eliminate any possibility of a passing situation or of two or more cars racing with each other.
SPEED EVENT:	An event in which vehicles run individually (even though two or more may be in motion simultaneously) and in which the relative performance of the competitors is assessed by timing them over a given distance.
STARTING LINE:	The first control line on a course.
SUPPLEMENTAL REGULATIONS:	Regulations drawn up by the organizers of a competition or competitions and approved by CACC with the object of laying down details of such competitions. These are supplementary to these GCR's and the Regulations of CACC.

3. AUTOSLALOM EVENT REGULATIONS

3.1. GENERAL REGULATIONS

The regulations contained in this section shall apply to all autoslalom events. They were designed to assist in ensuring a safe and enjoyable event.

A. Autoslalom Event

- i) A one-car-at-a-time event held under the CACC General Competition Rules and the CACC Solosport regulations; where hazards to competitors, spectators, and property do not exceed those encountered in normal legal highway driving; and in which competitors may be required to possess a valid CACC Competition License. For the purposes of this Rule Book, the terms autoslalom, autocross, Solo II event, and slalom shall mean the same. (The term "Solo II" is a registered trademark of the Sports Car Club of America and is used for definition purposes only in this Rule Book.)
 - a) Autocross: An event generally held on a paved, flat surface wherein the course generally consists of straight sections and connecting turns and corners, generally resembling a miniaturized road course. The course design shall be such as to emphasize car handling skill and maneuverability rather than car performance. Usually the course is well enough defined so that memory is not required to remain on course. The course will not require the driver to stop and/or reverse between the start and finish box of a given run.
 - b) Slalom: Old terminology for an autocross event described in i).
 - c) Driving Skill Test: Generally, a level-ground contest of a car handling skill involving obstacles, forward and reverse maneuvers, cloverleaf turns, parking, and garaging exercises, with a time and penalty scoring system.

B. Insurance

- i) General Liability insurance is provided under the ASN Canada FIA insurance plan. All CACC affiliated club must be covered by this minimum level of insurance. The policy protects CACC, the Affiliated club, property owners, workers and sponsors against claims for injury or property damage brought against them by the general public. A CACC Affiliated club purchasing the annual policy will have all coverage for a twelve month period, March 1st through April 30th. For insurance coverage under the ASN Canada FIA master plan, clubs must apply directly to the CACC for Affiliation. Affiliation with the CACC and General Liability Insurance under the ASN Canada FIA plan are mutually inclusive. The term for CACC Affiliation is January 1st through December 31st.

C. Event Insurance

- i) Clubs organizing and hosting autoslalom events must apply for and receive an Event Permit from the CACC and must apply for and receive appropriate Event Insurance from ASN Canada FIA.

D. Coverage

- i) All competitors, officials, and workers will be covered against damage to third parties but will be responsible for any deductible amounts. All competitors, officials, workers, and all other persons who are permitted to enter areas normally

closed to the general public must sign the insurance waiver before being allowed to participate in the event. Originals of the waiver are available from the CACC Executive Office. Property owners or sponsor names may be added to the club insurance certificate upon request.

E. Disclosure

- i) The organizing club of an event must ensure that the Event Permit and Insurance Certificate are posted at the event.

F. Accident Reports

- i) All accidents must be reported by forwarding a completed accident report form to the CACC Executive Office within (48) forty-eight hours of the conclusion of the event. The accident report form, available from the CACC Executive Office, should contain as many details as possible, including names and addresses of injured parties and witnesses, medical treatment provided, etc. The accident report form must be completed for all accidents whether or not a claim is anticipated.

3.2. VEHICLE ELIGIBILITY

A. General

- i) All vehicles must be in a safe condition and pass an inspection to be conducted prior to the event. All items in this section are to be inspected to ensure the vehicle meets all requirements without exception and are subject to the approval of the scrutineer at each event.

B. Minimum Standards

- i) To qualify as eligible to compete in an autoslalom event, each vehicle must comply with the following minimum requirements:
 - a) It must have four road wheels, not in a line, a minimum of two of which must be driven.
 - b) It must have a braking system that works on all four wheels simultaneously.
 - c) It must have a structure and bodywork that surrounds and protects the driver, at least to his waist level when seated in his normal driving position.
 - d) It must have a minimum wheelbase of 152 cm (60 in.), a minimum front and rear track of 107 cm (42 in.), and a minimum wheel diameter of 25.4 cm (10 in.).

C. Technical Inspection

- i) Technical inspection shall be mandatory for all cars with special attention given to brakes, suspension, throttle linkages, and loose articles in the car. The responsibility to ensure that the cars and driver's equipment complies with all regulations and is safe rests solely on the entrant and driver. The very act of presenting a car for any Technical Inspection is deemed to be an acceptance of this responsibility. Technical inspections shall be mandatory for all cars and shall, as a minimum:
 - a) Confirm all loose items, inside and outside, have been removed from the car. Floor mats in the driver's foot well shall be removed or placed where the item cannot interfere with the operation of the pedals.

- b) Confirm throttle action is safe and positive. If modified or substituted, two return springs are required. Where electronic throttles are used, the vehicle must demonstrate that throttle return exists.
- c) Confirm wheels are securely fastened with all studs and/or lug nuts present and functional. Wheels may not be reversed such that the lug hole taper does not mate with the nut/stud. Wheels may not have missing spokes or cracks in cast/forged units.
- d) Confirm wheel bearings, shocks and suspension components are in good operating condition and suitable for use under solo event conditions.
- e) Confirm brakes have adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks under pressure. Brakes must operate on all four wheels.
- f) Batteries (on-board power supply) must be securely fastened and the hot terminal shall be insulated. Any wet-cell battery moved from the manufacturer's original location must be in a non-conductive marine type container or equivalent. All batteries shall be secured to the frame or chassis structure independent of the marine type container. Gel or Dry cell batteries do not require enclosures where applicable

D. Driver Restraints

- i) All vehicles must be equipped with the required seat belts and drivers and/or passengers must wear the belts securely fastened during the competition. The minimum width of all belts is two inches. The material of all straps shall be Dacron or nylon and in new or good condition. All straps must be securely attached to the chassis, frame, or an equivalent structural part of the vehicle. For vehicles where such attachment is not practical, the straps shall be anchored through the metal floor using steel washers having a minimum diameter of 5 cm (2 in.) and a minimum thickness of 4 mm (0.16 in.).
- ii) Seat belts must be installed and worn by the driver while on the course. The seat belt must be a minimum lap belt with a DOT or SFI approved metal to metal fastening mechanism. A minimum 3-point harness is mandatory for Street Prepared and Modified Categories and is strongly recommended for all competitors.

E. Tires

- i) Each tire must have visible tire compound safe for racing purposes. No cord material may be exposed at any portion of the tire. Due to the nature of modern day race tires, measurable tread depth may not be able to be obtained at two points on the tread, which are 180 degrees apart around the tire's circumference, and within the centre one-half of the tread surface that normally touches the ground – so tire safety and inspection is up to the discretion of technical inspection.
- ii) Tires may not be recapped in any way. Tires may not have cord visible at any time during competition, even if previously approved at safety inspection

F. Swing Axle Vehicles

- i) Vehicles with rear swing axles will be prohibited unless they are decambered at least to zero (0) degrees or have adequate provision for limiting axle travel or "jacking". Stock axle straps may not be considered adequate.

G. Remove Hub Caps

- i) Hub caps, wheel discs, and trim rings that are not bolted, or otherwise permanently attached, to the wheel must be removed.

H. Tonneau Covers

- i) Tonneau covers must be removed

I. Rollover Protection

- i) Roll bars are a recommended safety feature in all open cars and are required in A, B, C, and F Modified vehicles and all open cars in Prepared category and in D Modified and E Modified. All rollover protection devices shall be constructed to the requirements outlined in Appendix A of the Solosport Rule Book, however GCR Appendix II requirements are highly recommended. For all open cars in the Stock, Street Prepared, Street Touring, and Street Modified Category, the roll bar or roll cage height maybe reduced from Appendix A requirements to the highest possible height which fits within an installed factory specified hardtop or convertible top.

J. Window Requirements

- i) Closed, fixed roof and open cars may have both front door windows fully open

K. Fluid Recovery Systems

- i) All cars shall have fluid recovery systems. Where OEM systems have been removed, approved minimum one litre catch tanks for all fluids must be used

L. On-board Camera

- i) The mounting of on-board or in-car cameras is allowed providing the method of mounting satisfies the following conditions:
 - a) The primary mounting for the camera is secured to the body, chassis, or interior of the vehicle via a stationary mounting device suitable to withstand the conditions of motor sports usage, and
 - b) Secondary measures to secure the camera shall consist of a strap or similar tie down device that is anchored to at least two points on the primary mounting or other part of the vehicle so that it will prevent the camera from being dislodged in the event that the primary mount fails.
 - c) All remote apparatus such as battery packs, remote recording/transmitting devices shall secure in a similar fashion as a) and b) where possible. That is, these units shall not be movable during inspection.
 - d) All cameras and/or lens units mounted to the outside of a vehicle shall be secured so that contact with objects on course are minimized or, failing that, contact shall only cause minimal damage.
 - e) Approved suction cups devices are fine with small pencil cams and cone cams outside the cabin of the vehicle. Mounting of camcorders on suction mounts is fine with tether lines.
 - f) No passenger may film in-car while holding a camera free-hand while a vehicle is on course.
- ii) Final approval of camera mounts rests with the safety inspector under consultation with the Steward.

M. Unsuitable Vehicles

- i) Vehicles having high centres of gravity and/or relatively narrow track may be excluded from competition. Such vehicles may include sport-utility classed light trucks, off-road vehicles, vans, or any vehicle deemed incapable of safely executing typical autocross maneuvers at speed. Final decision of suitability rests with the Chief Organizer or the Chief of Tech

N. Vehicle Noise Considerations

- i) **Noise Limit**
Adequate muffling devices must be installed on all cars with a sound level to a maximum of 96 decibels unless there is an alternate noise limit for that facility/track listed in the Solo rule book, Appendix C. Organizers may apply to CACC for alternate noise limits if the facility/track requires or permits, but such limits must be sent out to all competitors in the Supplementary Regulations one month in advance of the event and be posted at the site on the day of the event
- ii) **Noise Measurement**
Measuring shall be done perpendicular from the vehicle from a distance of fifty feet from the vehicle wherever safe to do so. The final decision as to adequacy shall rest with the Steward.

O. Driver Safety

- i) **Helmets**
 - a) All competitors must wear helmets conforming to either the 2000 (or later) Snell Memorial Foundation standard or bear an approval sticker of an ASN affiliate of a foreign country. The following standards are acceptable:
 - (i) *Snell Foundation - 2000, 2005 M or SA,*
 - (ii) *SFI Foundation - 31.1A or 31.2A*
 - (iii) *British Standards Institution - BS 6658-85 type A/FR*
 - b) Helmets certified for either motorcycle or automotive use, are acceptable and shall be of the type that provides full coverage of the ears. Chinstraps must be securely fastened.
- ii) **Footwear**
 - a) All competitors, workers, and other participants shall wear appropriate footwear that fully covers the foot while driving and working on the course. Appropriate footwear does not include sandals, slippers, open-toed shoes, etc.

3.3. COMPETITOR ELIGIBILITY**A. Eligibility to Compete**

To qualify for entry into any CACC sanctioned event, a competitor must:

- i) be a Member in Good Standing of a CACC affiliated club and
- ii) hold a current and valid Provincial or State Driver's License with minimal "N" Status. All New Drivers with "L" or Learner's status will require a passenger 25 years of age or older with a valid Driver's license and

- iii) BC Residents – hold a valid CACC Autoslalom, Solosprint, Roadrace or IceRace license.
- iv) iii) may be waived for specific events or individuals as a condition of the event permit and at the sole discretion of the Autoslalom Director

The driver's license, club card and CACC license if required must be presented at the time of event registration and/or technical inspection at any CACC event.

B. Underage Drivers

Competitors under the age of 19 must present the consent of their parent or legal guardian. Refer to the current CACC GCR's for further clarification

3.4. EVENT OFFICIALS AND DUTIES

See GCR Section 9

3.5. COMMON SENSE AND COURSE DESIGN

A. Guidelines

The following rules of course design are provided to give organizers proper direction in designing or choosing a course and also to ensure that adequate safety precautions are met.

- i) Organizers are cautioned that participants in solo events are not covered by the participant's own vehicle insurance; appropriate precautions, therefore, must be taken.
- ii) Organizing an event that complies with these regulations calls for the exercise of prudent, good judgment and common sense. The protection of life and property shall be the prime factor governing all decisions relating to course design and safety.
- iii) Caution and proper attention must be given to the location of property that might be subject to damage in the event of loss of control of a vehicle. Buildings, fences, utility poles, fire hydrants, and stationary objects should all be carefully considered.
- iv) First-class paved or stabilized surfaces must be used. Gravel or any type of non-stabilized, soft surface must not be used. Attainable speeds on the course must be taken into consideration. Courses with dips that get a car airborne shall be avoided.
- v) Pylons may be used to mark unsafe track areas, such as wet or muddy apexes, broken track surface, etc. The installation of chicanes may be used to increase safety margins at certain points in the course. A series of time penalties should be elaborated for knocking over these marking cones or failure to follow the chicanes.
- vi) Consideration should be given to competitors' safety when choosing a course. Where possible, location with curbs, banks, ditches, trees, poles, crash walls and rails, and any other obstruction likely to seriously damage or upset the car should be avoided.
- vii) Clubs must not run events that require the competitor to leave the car during a timed run. Nor must the competitor be required to start the event from outside the car.

- viii) The running of more than one car at a time is permitted, providing the cars are separated on the course by adequate time and distance to eliminate the possibility of a passing or a crossing situation. Two or more cars racing with each other on the same course is prohibited.

3.6. COURSE DESIGN AND EVENT SAFETY

A. Minimum Standards

These are the minimum requirements only and the Steward of the event may require more stringent precautions.

B. Consultation

The course must be adequately discussed to the satisfaction of either the Steward of the event or the CACC Executive representative a minimum of one month prior to the event.

C. Demonstration

The course shall be clearly defined and shall be amply demonstrated so that all competitors fully understand the direction of travel through the course from start to finish.

D. Surface Hazards

In laying out a course, care should be taken to avoid potholes, loose gravel, grates, curbs, oily spots or other dangerous features.

E. Buildings and Structures

Any course running directly at a building must deviate away from said objects. At no time shall a course run within fifteen (15) meters of any buildings or spectator areas.

F. Immovable Objects

The outside edge of a course shall not pass closer than four (4) meters from any permanent object such as a lamp post, planter, curb, or tree.

G. Off-Camber Turns

Negative camber turns shall be avoided if at all possible.

H. Minimum Dimensions

Minimum gate width shall be no less than four (4) meters wide as measured between the pylon bases. Minimum distance between cones in a linear slalom shall be sixteen (16) meters as measured between the pylon bases. Minimum turn radius shall be no less than ten (10) meters and the radius of one turn must not overlap the next turn.

I. Course Markers

All pylons shall be of standard road type, distinctly coloured, and a minimum of 25cm (10 in.) in height. Pylons shall be heavy enough to prevent movements other than those caused by contact with a competing vehicle. Pylon locations shall be clearly marked around the entire base of the pylon to assure accurate replacement and assessment of penalties.

J. Spectator Safety

Spectator safety is a must. Uninformed and misguided spectators are to be expected and adequate marshaling provisions must be made to avoid their unwanted wanderings onto the course. It is important that spectators be kept a safe distance from the course, particularly at the outside of turns and at the start/finish area. Unless protected by substantial barriers, spectator areas are to be roped off.

K. Placement of Timers

Extreme Care should be taken in the location of the start/finish area. The timers must be placed well clear of the course in a safe area. The finish area shall be clearly marked, as outline in 6.6.I, ending in a box configuration. There must be adequate shut down area.

L. Worker Stations

Adequate marshaling shall be provided to ensure adequate and consistent policing of course infractions. Marshaling stations shall be placed in appropriately safe sections of the course so as to allow workers an unobstructed view of the pylons in their section, and allow fast and easy access to correct course infractions and deal with hazards.

M. Visibility of Workers

Worker stations shall be visible from the main timing and scoring area. Failing this, worker stations shall be equipped with appropriate communications devices that allow the reporting of course hazards and infractions.

N. Finish Area Requirement

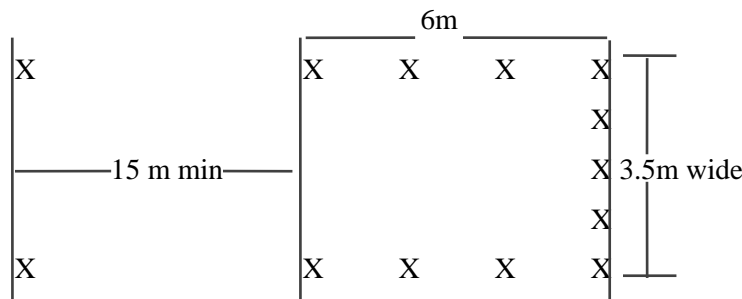
The end of the course must be made into:

- (a) A stop box in accordance with 5.8.O, or
- (b) An element or gate consisting of at least fifteen (15) cones arranged to slow vehicles to the pit speed limit. Complete Stops are not required with properly designed finish elements past the finish timers. Design and effectiveness of these slow-down areas are up to the stewards.

Note the minimum distance from the stop line to beginning of stop box or finish element is fifteen (15) meters. Final judgement of adequacy rests with the steward. The finish area must also be pointed away from all spectator, parking, and staging areas.

O. Stop Box Specifications

The end of the course may be made into a finish box consisting of at least nine (9) cones arranged in the following shape. Note: The minimum distance from the stop line to beginning of stop box is fifteen meters.



The outer perimeter of the stop box is a line connecting the outside edges of the end and side pylons.

P. Course Maps

The organizers shall issue a diagram of the course at or prior to the event to each competitor and should provide an enlarged diagram for easy view at the event.

Q. Vehicle Restrictions

No motorized vehicle, bicycle or other such device may be used on the course so as to allow any competitor the advantage of seeing the course at a speed approaching that achieved in competition. The Steward may authorize the use of such a device to facilitate the rapid replacement of markers if deemed appropriate.

R. Maximum Speed Considerations

The course shall be designed such that speeds on any straight section shall not normally exceed 110 km/h for the fastest stock, super stock and street prepared category cars. The fastest portion of the course shall be the most remote from spectators and property.

4. CACC AUTOSLALOM CHAMPIONSHIP REGULATIONS

4.1. DEFINITIONS

The following definitions are in addition to those listed in the CACC GCR, and shall apply to this Rule Book regardless of any other definitions or interpretations.

A. Interchangeable Terms

For the purposes of this Rule Book, the terms autoslalom, autocross, solo event, event, and slalom shall mean the same.

B. Category

Category is a grouping of cars based upon their degree of preparation as outlined in this Rule Book. Categories shall be named Stock, Street Touring, Street Prepared, Street Modified, Prepared and Modified.

C. Class

A Class is a grouping of cars within a Category that are deemed to have similar performance potential in that Category. Classes are named alphabetically according to the Vehicle Classification Schedule in this Rule Book. A class also defines a grouping of drivers such as Ladies and Novice Classes.

D. Novice

A Novice is someone who has competed in three (3) or less Autoslalom events prior to January 1st of the current competition year.

E. CACC Regional Event

A Regional Event is an autoslalom event where competitors may accrue points toward the CACC Autoslalom Championship Series in his respective vehicle class/category.

4.2. CACC AUTOSLALOM CHAMPIONSHIP SERIES

A. Description

The CACC Autoslalom Championship Series shall consist of at least three events in any one calendar year. If CACC Clubs are unable to organize the minimum amount of events based on loss of venues, weather or safety issues, then a general understanding of force majeure will take place and a Championship Series will be based on the number of events possible within the year.

B. Eligibility for Championship Standings

To qualify for points standings in the CACC Autoslalom Championship Series, a Competitor must hold a current and valid driver's license, be a Member in Good Standing of a CACC affiliated club and is permitted to do the following:

- i) The competitor must compete in a minimum of three (3) events to qualify for a championship standing;
- ii) In a three-event series, a competitor's best three scores will be summed to determine class standings.

C. Combined Events

CACC Autoslalom Championship Series events may be combined with:

- i) a National event, or

- ii) a BC Autoslalom Championship event, or
- iii) an independent divisional championship event, or
- iv) an independent open or invitational event,

However, a separate results package based entirely on this Rule Book and the respective Region Classes and conforming to the format described in Sections 8.0 and 9.0 must be delivered to the CACC Executive or a duly appointed Results Coordinator.

4.3. BC AUTOSLALOM CHAMPIONSHIP

A. Description

The BC Autoslalom Championship is the definitive event in which competitors are awarded the title of BC Autoslalom Champion in their respective class.

B. Event Format

The BC Autoslalom Championship Event format is a two day event in which a competitor must compete both days to qualify for the championship. A competitor's times and penalties accrued in each day of the event are to be combined to calculate the results for the championship.

C. Combined Events

A BC Autoslalom Championship Event may be combined with:

- i) a National event, or
- ii) a CACC Solo Championship Series Event, or
- iii) an independent divisional championship event, or
- iv) an independent open or invitational event,

However, a separate results package based entirely on this Rule Book and the respective Region Classes and conforming to the format described in Sections 8.0 and 9.0 must be delivered to the CACC Executive or a duly appointed Results Coordinator.

4.4. COMPETITOR ELIGIBILITY

A. Eligibility for Points

To qualify for points in the BC Autoslalom Championship and CACC Autoslalom Championship Series, a competitor must be:

- i) A full voting member of a CACC Member Club, and
- ii) The holder of a current and valid Provincial or State drivers license and
- iii) The holder of a valid CACC Autoslalom license

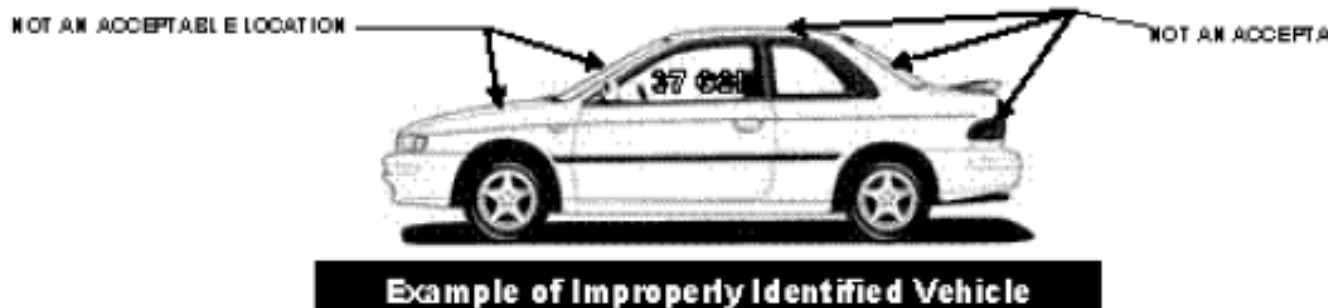
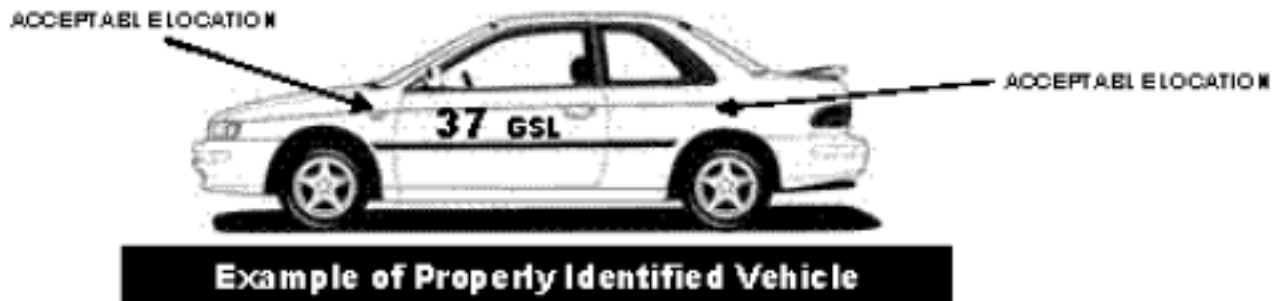
** The above materials must be presented at the time of registration and technical inspection of any and all of the above events.

B. Log Book

This Rule Book will be checked off at registration and technical inspection and will be considered a log book for the Competitor's vehicle.

C. Numbers

All competitors entering for points in the BC Autoslalom Championship/CACC Autoslalom Championship must have a permanent number assigned to them for the season. Numbers will be from 0 - 99 and will be allotted by the CACC Licensing Coordinator. These numbers must be at least 20 cm high and any class letters must be at least 10 cm high. One set of numbers must be clearly displayed on each side of the car and not more than one set of numbers may be visible at any time during a Competitor's official timed run. Note: For purposes of renewal, competitors from the previous year will have priority in renewing their numbers until April 1 of the current year.



4.5. COMPETITOR CLASSIFICATION

Competitors wishing to accrue points must satisfy all the requirements of Section 5.4. and the applicable provisions in this section.

The CACC Regional Championship Series will use the following car class groupings:

- Group 1 - Stock 1 SS,AS,FS
- Group 2 - Stock 2 BS,CS,ES
- Group 3 - Stock 3 DS,GS,HS
- Group 4 - Non-Stock 1 ASP,BSP,ESP
- Group 5 - Non-Stock 2 CSP,DSP,FSP
- Group 6 - Non-Stock 3 Prepared, Modified
- Group 7 - Non-Stock 4 STS,STS2,STU,STX
- Group 8 - SM,SM2
- Group 9 - Ladies

4.6. CACC AUTOSLALOM EVENT GUIDELINES

A. Supplementary to GCR's

This section is additional to the items detailed in the current CACC GCR

B. Advanced Notice

The organizer of a BC Autoslalom Championship/CACC Autoslalom Championship Series event shall provide notice of the event to all Competitors not later than 30 days prior to the event.

C. Form of Notice

Notification shall be given by mail or other means of physical distribution and the notice shall include information on at least the time and location of the event, and the time and location of registration and technical inspection if different from the event.

D. Adequate Notice

Publication of a notice of a BC Autoslalom Championship/CACC Autoslalom Championship Series event in the official CACC Newsletter shall be deemed sufficient as long as the newsletter is received by competitors not less than 30 days before the event. Notice of future events shall also be broadcast on the applicable event Hotlines.

E. Club Requirements

For a BC Autoslalom Championship/CACC Autoslalom Championship Series Regional event, an application for permit should be submitted at least 30 days prior to the event. CACC affiliated clubs organizing a 2008 Regional Championship will be responsible for collecting a \$10 fee per driver, and this \$10 fee to be submitted to CACC within 2 weeks (14 days) of the Regional Event completion by cheque, bank draft or money order to the CACC License Administrator, along with official event results. A penalty of \$200 Canadian will apply towards the organizing club if the results and the fee are not submitted within the stated period. This Regional Autoslalom fee shall be reviewed annually for necessary adjustment.

F. Event Documentation

All of the following should be completed 30 days prior to the event.

- i) Copy of event permit (obtained from permit co-coordinator).
- ii) Copy of insurance certificate applicable to the day's event.
- iii) Copy of letter showing site authorization.
- iv) Note: These three items must be displayed at the event scoring area.
- v) Supplementary Regulations (per the General Competition Rules).
- vi) Name and phone number of the Event Steward.
- vii) A course map demonstrating pit area flow patterns, course worker locations, chief course marshal station, timing and P.A. area, tech area and registration area if possible. (Actual lot size and availability may affect this requirement)
- viii) the safety equipment available at your event including fire extinguishers, flags, radios, etc.
- ix) Maps to local facilities and amenities (washrooms, restaurants, stores, etc. are recommended).

The event must be advertised on appropriate Solo Websites (i.e.: VCMC.ca) not less than ten (10) days prior to the date of initial registration and/or technical inspection for the event

G. Unrestricted Entry

A BC Autoslalom Championship/CACC Autoslalom Championship Series event shall not be limited to any specific club, marquee or model of car, or type of car.

H. Classification of Entries

The BC Autoslalom Championship/CACC Autoslalom Championship Series event may be classed under any system at the organizer's discretion. However, the organizers shall provide results conforming to Sections 4.0, 8.0 and 9.0, and the Vehicle Classification Schedule.

I. Adverse Weather Conditions

A BC Autoslalom Championship/CACC Autoslalom Championship Series event shall proceed without consideration of weather conditions on the day of the event unless such conditions are severe enough so as to make it unsafe to conduct the event and warrant special consideration by the Organizer and the Event Steward. Such conditions may include, but are not limited to, flooding, earthquakes, etc.

J. Rescheduling

In the event that a condition in 6.5. I occurs, the organizer shall make arrangements to reschedule the event. Notice of the rescheduled event shall be given in the same manner as described in 6.5.B through 6.5.D above.

K. Alcohol and Narcotics Policy

Competitors and their crews, and all officials are prohibited from consuming any beverages containing alcohol or drugs immediately prior to, or during the conduct of the event. Pharmaceutical drugs that may sufficiently affect normal alertness are also included in this Policy.

L. Registration Time Limit

Registration shall close before the morning driver's meeting and is to be documented in the Supplemental Regulations for the event and announced in the morning on the P.A. system.

M. Order of Running

The order of running cars and classes is at the discretion of the organizers, but this order must not be changed once such order is announced.

4.7. TIMING AND SCORING

A. Bumping

Cars may run in a higher category as long as they are in their correct class in that category. For example: Chevrolet Camaro V8- moves from F/Stock to E/Street Prepared to Street Modified to D/Modified.

B. Car Limits

A competitor may not register more than one car for each event and he may only total points for different cars when the vehicles are in the same class. A competitor experiencing a mechanical failure such that it renders his primary vehicle inoperable may petition the Event Steward to compete in an alternate vehicle that can legally be run in the same car class as his primary vehicle.

C. Competitor Limits

There shall be not more than two drivers per car per class unless one of the drivers competes in the next higher category, or Ladies or Novice class where applicable.

D. Official Number of Runs

There shall be a minimum of two (2) timed runs for each competitor at each event. (Re-instated from GCR's) There shall be no practice runs for any Competitor entered in the event. Competitors shall have the opportunity to walk the course prior to commencement of the event.

E. Run Limits

No driver may drive the course more than the official number of runs allowed any other single entry, so as to have an advantage over any other competitor.

F. Re-runs

Re-runs shall be granted only for timer failure (as described in 5.8.L), persons on course, hazardous objects on course, or stopping for a displaced cone. The affected competitor shall be shown a red flag on course and shall stop and await course marshal's instructions. Mechanical failures, failure to obey course marshals, and other competitor-related incidents are not eligible for re-runs and may be considered sufficient cause for disqualification. Re-runs shall be administered as in 5.8.G.

G. Consecutive Runs

No driver shall make two runs back to back. There shall be a five minute space between runs made by the same car either by two drivers or by the same driver. If a competitor is granted a re-run, it shall be administered in this manner also.

H. Scoreboard

The organizer shall supply a scoreboard, which must list the driver's name, car number, and class, with penalties and corrected times listed prior to the next run of the class.

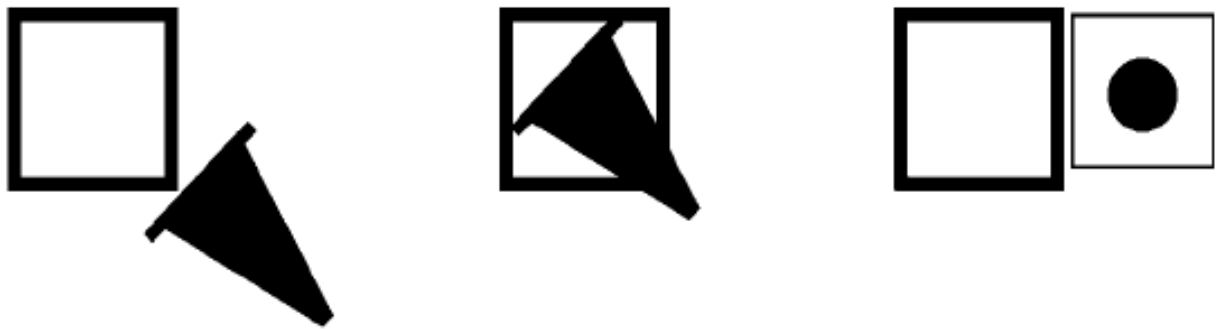
I. Scoring Format

A competitor's score for each run shall be recorded as the total time in seconds plus penalties (number of pylons). The corrected time with pylon penalties translated into time shall also be calculated.

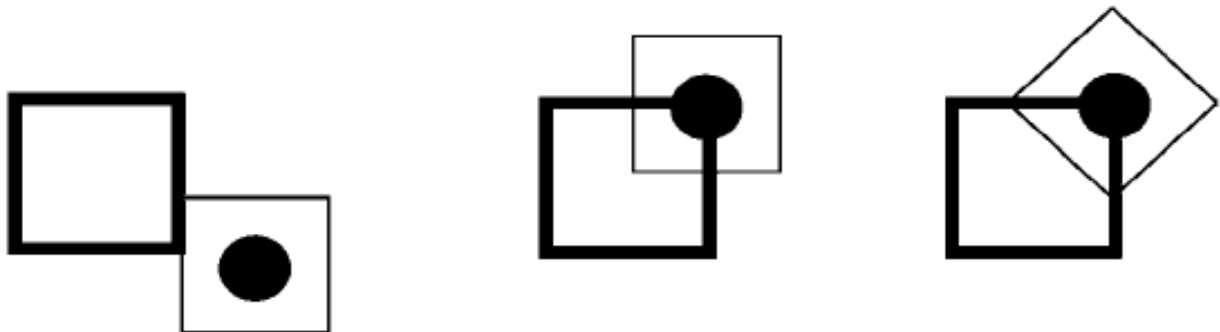
J. Down-and-Out Rule

If a pylon is not left standing in a vertical position, or is totally displaced outside its marker location, a two second penalty shall be assessed for each pylon displaced during a Competitor's run. No time penalties are assessed for pylons originally placed in a horizontal position.

Penalty Assessed:



No Penalty Assessed:

**K.** Pylon Down on Course

A competitor encountering a downed or displaced pylon on course has the option of continuing the run or stopping as soon as possible, and pointing out the downed or displaced pylon to a course worker. If the competitor stops, he or she must proceed directly and slowly off course and will then be granted a rerun. However, if the competitor completes the run, the time will stand. The displacement of a pylon must be caused by a previous competitor or an error by a course marshal.

L. Timer Specifications

On all CACC sanctioned events, timing shall be by electronic, electromagnetic, or mechanical methods, readable to one thousandths (0.000s) of a second. Digital readouts must be used in conjunction with the automatic start/stop equipment.

M. Timer Failure

In the event of a timer failure during a run, the affected competitor(s) shall be red flagged as soon as the timer failure is noticed. If the regular, approved timing system should experience a comprehensive failure, any back-up system approved by the Steward may be used. All times recorded under the previous timing system shall stand.

N. Back-up Timing System

In the absence or failure of the timing system of the type described in 7.11, any system using stopwatches shall have at least two watches, readable to one hundredths (0.00s), which shall be

averaged to determine elapsed time. To reduce the chance of human error and variability, the same operator must be used throughout the event.

O. Basis for Scoring

The fastest time recorded for a competitor shall be used as the basis for scoring. If a tie exists, event organizers may only break this tie for the purpose of awarding trophies.

P. Ties

If identical times are recorded for two or more vehicle in the same class, the competitor's second best times will be compared for the sake of breaking the tie.

Q. Did Not Finish (DNF)

Any competitor deviating from the prescribed course shall have that run scored as a D.N.F. (Did Not Finish). An airport loop shall be considered sufficient correction of an off course excursion as long as the competitor enters the course in the same spot as he left the course. An airport loop will only be allowed if executed while the competitor is being timed. A D.N.F. will be scored if a competitor executed an airport loop before his car passes the start line or after he passes the stop line.

R. Airport Loop

An airport loop is considered to have been executed when the vehicle having deviated from the prescribed course, re-enters the course at the point of deviation. Should a vehicle reverse (back-up) at any point between the start line and the stop line, this will be classed as an airport loop.

S. Complete Stop Requirement for Stop Box controlled Finishes

If a stop box is used in a course, failure to come to a complete stop within the finish box or coming in contact with any of the three cones located at the end of the finish box shall be scored a D.N.F. The down and out pylon penalty rule will apply to all other stop box cones.

T. Slow-Down or Finish Area Element

If a controlled element of a minimum of 15 cones is used to slow down vehicles after the finish timers, then complete stops at the end of the course is not required. The EMPHASIS is on designing these elements to slow the vehicles down to pit speeds. All cones in this element are considered "live" and the Down and Out Rule will apply with appropriate penalty per cone.

U. Proper Exit from the Course

If a stop box is used at the completion of a course, then the competitor is urged to move their vehicle in a safe manner after their complete stop. However if a stop box is used and a competitor's vehicle stalls and cannot exit on their own power – it is the organizers responsibility to ensure that competitors behind the stalled car is informed by Red Flag immediately to shut down and course workers move the stalled vehicle from the stop box when safe to do so. (Radio communication is mandatory on course) If site safety allows, it is highly recommended to use a slow down area instead of a stop box to minimize this issue due to stalled cars in the shut down area. The down and out pylon penalty rule will apply to all finish element cones when a stop box is **not** used.

V. Completion of Run

If a competitor fails to complete the entire run, his run shall be recorded as D.N.F.

W. Scoring a DNF

A competitor recording a D.N.F. will not be scored but will be used in determining class size.

X. Did Not Start (DNS)

If a competitor fails to leave the start position, his run shall be recorded as a D.N.S. (did not start). This shall be scored in the same manner as a D.N.F.

Y. Points Calculation

Scoring shall be determined by the following formula: (best time in class) divided by (competitor's time) times 100 equals number of points. Decimals will be rounded off to three (3) places.

Z. Ranking

Points calculated will be ranked from highest to lowest in each car class/category with each class winner assigned 100 points for the event. The Competitor having the highest total points in his car classification over the Solo Championship series shall be determined as series champion.

AA. Ladies and Novice Run Groups

Competitors registered in the Ladies and Novice classes shall run with the same groups as the Open Class but shall be scored according to their respective classes.

BB. Ladies & Novice Class Scoring

Ladies and Novice class competitors will also appear in the overall event standings for the Open Class. An adequate marker on the scoreboard ('L' or 'N') shall indicate respective competitor status within these standings.

CC. PAX

The intent of the PAX is to allow competitors normally competing in different car preparation categories to compete directly against each other, based on an indexed handicap. The PAX index shall be published at the beginning of each competition year as extrapolated from SCCA National PAX index. This index shall be updated annually. Pax for 2008 will be used for all CACC Regional events where the combined class structure has been adopted.

**BC AUTOSLALOM CHAMPIONSHIP/CACC AUTOSLALOM CHAMPIONSHIP SERIES
EVENT RESULTS GUIDELINES****DD. Event Classification**

An event may be classed under any system at the organizer's discretion. However, the results published shall conform to the CACC format outlined in this section.

EE. Results Format

All results for BC Autoslalom Championship/CACC Autoslalom Championship Series events shall meet the following requirements:

- i) Results should be structured in category (Stock, Street Touring, Street Prepared, Street Modified, Modified,), with Classes listed alphabetically in each Category.
- ii) Class winners shall be listed in order of fastest to slowest. All times are to be displayed as the time plus the number of pylons and not time plus seconds.
- iii) Ladies and Novice classes shall be listed separately in each Category, as per i) & ii) above.
- iv) Competitors with sponsors shall have their sponsors names listed alongside the competitor's name in the results under a heading of driver sponsors.
- v) A separate heading shall be used to list the top 10 competitors overall.

- vi) Separate listings shall indicate the top 10 Ladies overall, top ten PAX competitors, and the top 10 Novices overall also based on the PAX points/time calculation system.
- vii) An indication of the total number of competitors at the Regional event.
- viii) Copies of all entry forms and day licenses from the Regional event.
- ix) Points shall be calculated as per 5.10.B, and listed for each competitor.
- x) Computerized results shall be provided to CACC in a format as defined by the Solo Director.

J. Master copy of the organizers letterhead to all competitors (covering acknowledgments as well as any other information you may wish to include, as well as advertising your future events).

FF. Results Fees

All of the above along with a cheque (for the permit fee plus the total levy fee) made payable to CACC care of the Results Coordinator for the current year.

GG. Late Results

Results shall be considered late if they are not delivered to the CACC Executive or the Result Coordinator within fourteen (14) days after the completion of the Regional event, and the organizer shall be subject to the applicable penalties.

HH. Awards

All CACC sanctioned events shall require the organizer to appropriate event trophies according to the following basis unless otherwise provided by supplementary regulations.

- i) 1 trophy for 1 to 3 competitors in a class,
- ii) 2 trophies for 4 to 6 competitors,
- iii) 3 trophies for 7 to 9 competitors,
- iv) 1 additional trophy for every four additional competitors.

4.8. CACC AUTOSLALOM POINTS SYSTEM

A. Calculation of Points

Points for the BC Autoslalom Championship/CACC Solo Championship Series will be awarded by the following formula:

$$\frac{\text{Fastest time in class}}{\text{Competitor's best time}} \times 100 = \text{number of points earned}$$

Decimals shall be rounded to two places. A Competitor recording a D.N.F. for an event will not be scored but will be used in determining class size.

B. Points Eligibility

Only members of a CACC Club will be eligible to accrue points, however, all competitors shall be used in calculating the points.

C. Class Champion

When determining the class champion, all competitors who have competed in that class will be considered whether or not they qualify to accrue points.

D. Ties

A tie in the BC Autoslalom Championship/CACC Solo Championship Series will be broken by the greatest number of first place finishes. Should a tie still exist, then the number of second place finishes will be counted, then third, etc.

E. Class Changes

Any competitor that changes class during a given year shall notify the CACC in writing by September 1st as to which class he will be accruing his/her points in. Failure to do this will result in points being accrued in the first class competed in. Points may not be transferred in between classes.

F. Reporting Requirement

Each license holder shall receive a complete list of class standings after the third event and each subsequent event thereafter, or, once a month.

4.9. PROTESTS & APPEALS**A. Sportsmanship**

While the right to protest in proper cases is undoubted, it should be remembered that solo events are sporting events, to be conducted in a sporting manner, that all events are organized by volunteers who cheerfully give of their time and do their best; that the competitors should expect some imperfections of the organizers and fellow competitors; and that to a reasonable extent, these are part of the chances taken when entering the competition. Competitors are encouraged to discuss the problem with fellow competitors before lodging any formal protest. See GCR Section 12.

5. CAR PREPARATION GUIDELINES

5.1. GENERAL DEFINITIONS & GUIDELINES

The following definitions shall apply to this Rule Book regardless of any other definitions or interpretations.

A. Automobile (Car)

Any self-propelled land vehicle, running on at least four (4) wheels, not in a line, which must be in contact with the ground when at rest.

B. Sedan

A car capable of transporting four or more average size adults in a normal seating position.

C. Model

A group of cars of a given manufacturer (make) which have virtually identical bodies but are readily distinguished from other models of the same make by virtue of a major difference in body appearance and /or chassis design. The names by which a manufacturer designates these groups have no bearing in this definition even though two groups may be designated identically.

D. Standard Parts and Equipment

Any item of standard or optional equipment that could have been ordered with the specific year, make and model of car, installed on the production line, and delivered to the dealer in Canada or the USA. Dealer-installed options, except as required by factory directives, are not included in this definition no matter how common such equipment may be. Except for authorized modifications as listed for each vehicle category, the vehicle must compete as delivered from the manufacturer with standard equipment only.

E. Open and Closed Cars

Open cars are cars with a convertible or targa top.

Closed cars are cars having full windshields and full roofs as part of the body structure. T-tops are included in this definition.

F. Series Produced

Except for Modified Category, all vehicles that are not otherwise listed in the car classification lists must have been series-produced, in quantities of at least 1,000 units in a 12 consecutive month period for legal road use. The vehicle must have been equipped with normal road touring equipment and normally sold through manufacturer's retail sales outlets in North America.

G. Burden of Proof

The Competitor has the burden of proving that his car conforms to these rules by his owner's manual, manufacturer's shop manual, manufacturer's catalogs, or any other official manufacturer's documentation, which must be in possession at the event. At the minimum, the entrant must be able to present a manufacturer's shop manual. All manufacturers' documentation must be for non-competition purposes. If the protested competitor possesses all applicable documentation, but the documentation does not contain sufficient information regarding the protested item, the burden of proof then shifts the

protester to prove that item illegal. Failure to provide the appropriate manufacturer's documentation when requested shall result in disqualification.

H. Tread

Tread is the part of the tire that makes contact with the road surface during normal driving conditions. When a straight-edged measuring device is placed across the running surface, 'tread' is defined as the area of the tire that is parallel to this straight edge (reasonable allowances made for the slight natural curvature of the inflated tire). Any other part of the tire that makes an included angle of not more than 45 degrees from the straight-edge is also considered tread. Parts of the tire making an included angle of 45 degrees or more from the straight-edge shall not be considered tread.

I. Track

The distance between the centerlines of the wheels as competed without driver, measured as follows: From centerline to centerline of wheels. Alternatively, it may be measured from the inside of one wheel at the hub centerline height to the outside of the other wheel, then conversely from the outside of the first wheel at hub centerline to the inside of the second wheel. The two dimensions obtained are to be added together and divided by two to obtain the average. Measurements to be taken at both front and rear of the wheels and averaged to compensate for toe in/out. Wheel rim width shall be measured at the base of the bead seat.

J. Special Considerations

Because of the variation in vehicle design and manufacturing, the CACC Rules Committee may authorize specific alternate specifications for specified models of cars under exceptional circumstances as they occur. Such instances may occur where the design or construction of a certain model of car may not meet the requirements of an item in this rule book. Such specific authorizations will be published in future editions of this rule book or as CACC Competition bulletins.

5.2. VEHICLE MODIFICATION AND PREPARATION

A. General Modification Guidelines

With respect to the modifications and the applicable SoloSprint Preparation Points, the following general guidelines shall apply. There are three types of modifications outlined in this rule book:

i) Authorized

These are modifications that are specifically listed in each car category description. Regardless of whether such a modification is listed in the SoloSprint Preparation Point Schedule, any authorized modification shall not incur preparation points.

ii) Restricted

These are modifications that are not specifically listed as authorized in each car category. Restricted modifications are those that are listed in the SoloSprint Preparation Point Schedule and are not specifically prohibited in the appropriate car category. If a restricted modification is made, the applicable preparation points must be incurred. If a modification is not authorized, nor listed in the SoloSprint Preparation Point Schedule, then it is prohibited.

iii) Prohibited

These are modifications that are specifically prohibited in a car category description, or are not authorized, nor listed in the SoloSprint Preparation Point Schedule. Regardless of whether preparation points are taken, a prohibited modification will render a car ineligible for competition under the category where such modifications are not allowed.

B. Substitution of Coachwork

Where substitution of coachwork is permitted (either with or without incurring preparation points), the replacement panel must completely replace the original panel and must be without holes or other interruptions in the continuity of the surface unless specifically listed in the authorized modifications of the category. Coachwork is defined as all external panels and pieces of the body exposed to the airstream. The material of replacement panels must be metal, glass-reinforced plastic, or other suitable fire-resistant material.

C. Substitution of Suspension

Except for when the appropriate preparation points are assessed, standard equipment suspension, springs, and torsion bars must be used. They may not be modified in any way nor have their points of attachment modified. When an intermediary device is used between the spring/torsion bar and its point of attachment to the frame or body, this device also may not be modified in any way. Torsion bars must be set within the manufacturers specifications for non-competition purposes.

For Stock, Street Touring, and Street Prepared category vehicles, the original system of suspension may not be changed to another system of suspension (i.e., A-arm to MacPherson strut).

D. Compliance with GCR's

All modifications to the vehicle must be in compliance with all other applicable rules and regulations. No modifications are allowed unless specifically authorized in this rule book. Assume that if the rule does not specifically say you can, then you can't.

E. Minor Modifications

Any minor modifications including minor notching, bending, clearancing, grinding, the drilling of holes, affixing, relocating/strengthening of brackets, removal of small parts, and similar operations performed in order to facilitate the installation of allowed parts or modifications for that particular category is permitted as long as it does not provide any intrinsic performance benefit in and of itself, does not provide a weight reduction of more than 1 lb., and is not explicitly prohibited elsewhere within these rules. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part, and not to make unduly tortured interpretations of this rule. When in doubt, approximately equivalent weight should be added to compensate the questionable weight removal.

Modifications to the firewall in order to allow for increased engine setback, and any modification that changes the location of a suspension pickup point, are explicitly forbidden.

F. Vehicle Preparation Allowances

For all vehicle preparation/modification allowances, please refer to the 2008 SCCA National Solo Rules Sections 13 to 18 and Appendix A "Automobile Classes". References to SCCA GCR's and safety items are to remain as the equivalent CACC references.

An official copy of the SCCA National Solo Rules is downloadable from this URL:

<http://www.scca.com/Solo/Index.asp?reference=rules>

Or you may order your hardcopy from:

http://www.sccaclothing.com/cgi-bin/storemirror/agora.cgi?cart_id=931725.21406*Ec3xe8&xm=on&product=Publications

NOTE: ALL SCCA kart classes (F125 and Formula Jr.) are not included as eligible vehicles

5.3 STOCK CATEGORY

For Stock Category, please refer to Section 13 of the 2008 SCCA National Solo Rules.

5.4 STREET TOURING CATEGORY

For Street Touring Category, please refer to Section 14 of the 2008 SCCA National Solo Rules.

5.5 STREET PREPARED CATEGORY

For Street Prepared Category, please refer to Section 15 of the 2008 SCCA National Solo Rules.

5.6 STREET MODIFIED CATEGORY

For Street Modified Category, please refer to Section 16 of the 2008 SCCA National Solo Rules.

5.7 PREPARED CATEGORY

For Prepared Category, please refer to Section 17 of the 2008 SCCA National Solo Rules.

5.8 MODIFIED CATEGORY

For Modified Category, please refer to Section 18 of the 2008 SCCA National Solo Rules.

6. VEHICLE CLASSIFICATION LIST

6.1. GENERAL CONSIDERATIONS

A. Responsibility for Classifying

It is the responsibility of the competitor to correctly classify his entered vehicle. A competitor needing assistance in classifying his vehicle should ask the event organizer for help. A competitor incorrectly classifying his vehicle may be excluded by the event steward or the chief steward. For class listings, please refer to Appendix A of the 2008 SCCA National Solo Rules.

B. Unclassified Vehicles

Unclassified vehicles (those not listed in the class lists) may be tentatively classified by the event organizer. Tentatively classified vehicles may be reclassified by the CACC Rules Committee.

C. Classification Request

A competitor or an official may submit a written classification request to the CACC Rules Committee. All requests must include detailed vehicle information and are subject to the following timetable:

- i) Prior to January 1 of the current year, a classification request for the addition or review of any eligible vehicle may be submitted.
- ii) After January 1 of the current year, a classification request must be limited to the following:
 - a) An existing classified vehicle became available in a configuration which may appreciably alter its performance potential.
 - b) A new model vehicle became available which is not listed in the current CACC/SCCA class lists.
- iii) The committee shall endeavor to process requests within thirty (30) days of receipt. All classification and amendments shall be published as CACC bulletins.

D. Declaration of Preparation

A competitor must complete a preparation declaration if requested and declare all variations from authorized modifications or standard equipment.

E. Re-Classification or Re-Alignment of Car Classes

The CACC Rules Committee may classify or reclassify vehicles during the year.

F. Class Corrections

The CACC Rules Committee may correct improperly classified vehicles, subject to the grievance procedures contained in the GCR.

6.2. SUPER STOCK & OPEN STREET PREPARED CATEGORY**A. Classifications**

- i) For all Super Stock and Open Street Prepared Category listings refer to the 2008 SCCA National Solo Rules, Appendix A “Street Prepared” listings.

B. Improved Production (IP)

- i) Legal CACC IP cars be allowed to in their respective SoloSprint Street Prepared class. (e.g.) IP1 Mustang and Camaro. IP cars and SP cars would not be allowed to interchange preparation rules.

7. APPENDIX A: ROLL BARS**A. GENERAL**

This Appendix is the Sports Car Club of America (SCCA) specification for rollover protection as set out in the current edition of the SCCA Solo II Rules. These specifications are only sufficient for Autoslalom, the specifications in CACC GCR Appendix II is highly recommended.

B. BASIC DESIGN CONSIDERATIONS

- i) The basic purpose of the roll bar is to protect the driver in case the vehicle rolls over. This purpose should not be forgotten.
- ii) The top of the roll bar shall not be below the top of the driver's helmet when the driver is in the normal driving position, and shall not be more than six (6) inches behind the driver. It is strongly suggested that the roll bar be at least three (3) inches above the drivers' helmet. In the case of two drivers, both drivers must be the roll bar height requirement, however, only one driver must be within six inches of the roll bar. In a closed car with a roll bar/cage, it must be as close as possible to the interior top of the car.
- iii) The roll bar must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.
- iv) Two verticals forming the sides of the hoop shall not be less than fifteen (15) inches apart, inside dimension. It is desirable that the roll bar extend the full width of the cockpit to provide maximum bearing area in all soil conditions during rollovers.
- v) The roll bar vertical members in a formula car must be not less than fifteen (15) inches apart, inside dimension, at their attachment points to the uppermost main chassis member.
- vi) An inspection hole of at least 3/16 inch diameter must be drilled in a non-critical area of a roll bar member to facilitate verification of wall thickness. This should be at least three (3) inches from any weld or bend.
- vii) It is recommended that steel gusset plates be used at all welds. Gussets should be at least two (2) inches long on each leg and 3/16 inches thick.
- viii) It is recommended that roll bar be coated only with a light coat of paint. If however, a roll bar is chrome-plated, it is recommended that the structure be normalized.
- ix) Post or tripod types of roll bar are not acceptable.

C. MATERIAL

- i) After 9/22/85, aluminum is not an acceptable alternate material. Car using aluminum roll bars/cages must file proof that the structure was approved prior to 9/22/85
- ii) The roll bar hoop and all braces must be of seamless, ERW, or DOM mild steel tubing. Chrome alloy tubing such as 4130 is not recommended since the strength of the area adjacent to welds will be impaired if the structure is not normalized, and because of the difficulty in making satisfactory welds.
- iii) The size of tubing to be used shall be determined on the basis of weight and speed potential of the car. The following minimum sizes are required:

- a) Over 1500 lbs.: min. of 1" to 1.5" o.d. x 0.120" wall,
 - b) Over 1000 lbs.: min. of 1" to 1.25" o.d. x 0.090" wall,
 - c) Under 1000 lbs.: min. of 1" o.d. x 0.060" wall
- iv) Mounting plates and gussets shall be 3/16 inch minimum thickness
- v) Where bolts are used, the bolts shall be at least 3/8 inch dia. automotive quality (SAE). Aircraft quality is highly recommended. Square head bolts and nuts are prohibited.
- D. FABRICATION**
- i) One continuous length of tubing must be used for the hoop member with smooth continuous bends and no evidence of crimping or wall failure.
 - ii) All Welding must be of the highest possible quality with full penetration and will be subject to very critical inspection. Arc welding, particularly heliarc, should be used wherever possible.
- E. BRACING**
- i) It is recommended that bracing be of the same size tubing that is used for the roll bar hoop itself.
 - ii) All roll bars must in a fore-and-aft direction with the brace attached within the top one-third of the roll hoop, and at an angle of at least thirty degrees from the vertical. It is strongly recommended that two (2) such braces be used, parallel to the sides of the car, and placed at the outer extremities of the roll hoop. Such braces should extend to the rear wherever possible.
 - iii) It is suggested that roll bars include a transverse brace from the bottom of the hoop on one side, to the top of the hoop on the other side.
- F. MOUNTING PLATES**
- i) Roll bars and braces must be attached to the frame of the car wherever possible. Mounting plates for this purpose where desired.
 - ii) In the case of cars with unitized or frameless construction, mounting plates may be used to secure the roll bar structure to the floor of the car. The important consideration is that the load be distributed over as large an area as possible. A backup plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together.
- G. REMOVABLE ROLL BARS**
- i) Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion must bottom on the permanent mounting, and at least two (2) bolts must be used to secure such a joint. The telescope section must be at least eight (8) inches in length.

H. INSTALLATION ON CARS OF FRAMELESS DESIGN

- i) It is important that roll bar structures be attached to cars in such a way as to spread the loads over a wide area. It is not sufficient to simply attach the roll bar to a single tube or junction of tubes. The roll bar must be designed in such a way as to be an extension of the frame itself, not simply an attachment to the frame. Considerable care must be used to add as necessary to the frame structure itself in such a way as to properly distribute the loads. It is not true that a roll bar can only be as strong as any single tube in the frame.
- ii) On cars of frameless construction, consideration should be given to using a vertical roll bar hoop of 360 degrees completely around the inside of the car, and attached with suitable mounting plates. This type of roll bar then becomes a substitute for the frame.

I. SEDANS AND COUPES

- i) It is recommended but not mandatory that all closed cars utilize a roll cage type construction. One hoop shall be placed behind and above the drivers head from one side of the car to the other, with another similar hoop in front supporting the front pillars. Horizontal connecting bars should connect the two hoops at each side of the top. A transverse brace should be used on the rear hoop from the bottom of one side to the top of the other side. A diagonal brace should be used on each side of the car extending from the top of the rear hoop to the floor at the rear of the car.

J. OTHER ROLL BAR DESIGNS

- i) Roll bars of alternate materials or design may be accepted by the Technical and Safety Inspector upon presentation of data verifying strength equivalence to the required minimum standards.

K. ROLL BAR PADDING

- i) Braces and portions of the main hoop subject to contact by the driver's or passenger's helmet, as seated normally and restrained by a seatbelt or harness, must be padded with a non-resilient material such as Ethafoam(R) or Ensolite® or other similar materials with a minimum thickness of 0.5 inch.

8. Appendix B - Alternate Noise Limits

The CACC Autoslalom noise limit is 96db unless there is an alternate noise limit for that facility/track listed in the following list. Alternate noise limits are at the event site discretion and will be posted in the Supplemental Regulations for that venue.

Track/Facility	Maximum Noise Limit
Pitt Meadows Airport	92db

9. Appendix D: 2008 CACC Autoslalom PAX Factors

SS	0.852	ES	0.817
AS	0.842	FS	0.821
BS	0.832	GS	0.815
CS	0.831	HS	0.792
DS	0.812		
ASP	0.862	DSP	0.843
BSP	0.858	ESP	0.841
CSP	0.856	FSP	0.833
XP/AP	0.882	EP	0.861
BP	0.866	FP	0.872
CP	0.864	GP	0.847
DP	0.863		
AM	1.000	DM	0.890
BM	0.937	EM	0.887
CM	0.904	FM	0.895
FSAE	00.946		
STS	0.816	STX	0.820
STS2	0.818	STU	0.830
SM	0.860		
SM2	0.867		